Report

OF THE

Bombay Chamber of Commerce

FOR THE YEAR 1930.

(Established 22nd September 1836)

(Incorporated 18th June 1924)

VOLUME I.

00133608

Bombay:
THE TIMES OF INDIA PRESS.
1931

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Bombay Chamber of Commerce.

ESTABLISHED 22ND SEPTEMBER 1836.

Honorary Members.

Sir Walter Willson, Kt.

Sir Arthur Froom, Kt.

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,, Arnhold & Co., Ld.
,, Asbestos Cement (India), Ld.
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,, W. & T. Avery, Ld.
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The Bombay Dyeing and Manufacturing Company, Ld.
The Bombay Electric Supply and Tramways Company, Ld.
The Bombay Gas Co., Ld.
The Bombay Telephone Co, Ld.
The Central Agency, Ld.
The Eastern Telegraph Co., Ld.
The Ellerman's Arracan Rice and Trading Co., Ld.
The Holland-Bombay Trading Co, Ld.
The Imperial Chemical Industries (India), Ld.
The Imperial Tobacco Co. of India, Ld.
The Japan Cotton Trading Co., Ld.
The Lightfoot Refrigeration Co., Ld.
The Mitsui Bussan Kaisha, Ld.
The Nestle and Anglo-Swiss Condensed Milk Co.
The New Mofussil Co., Ld.
The Sizing Materials Co., Ld.
The Tata Hydro-Electric Power Supply Co., Ld.
The Tata Iron & Steel Co., Ld.
The United Steel Co (India), Ld.
The Wolverhampton Works Co., Ld.
The Atlas Assurance Co., Ld.
The Commercial Union Assurance Co., Ld.
The Eagle, Star & British Dominions Insurance Company, Ld
The General Accident, Fire and Life Assurance Corporation, Ld.
The New India Assurance Co., Ld
The New Zealand Insurance Co., Ld.
The Oriental Government Security Life Assurance Co., Ld.
The Royal Insurance Co., Ld.
The South British Insurance Co., Ld.
The Sun Life Assurance Co of Canada.
The Allahabad Bank, Ld.
The Bank of India, Ld.
The Chartered Bank of India, Australia and China.
The Comptoir National d'Escompte de Paris.
The Eastern Bank, Ld.
The Hongkong and Shanghai Banking Corporation.
The Imperial Bank of India.

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LLOYDS BANK LIMITED.
THE MERCANTILE BANK OF INDIA, LD.
THE NATIONAL BANK OF INDIA, LD.
THE P. & O. BANKING CORPORATION, LD.
THE YOKOHAMA SPECIE, LD.
THE B. B. & C. I. RAILWAY COMPANY.
THE G. I. P. RAILWAY.
THE MADRAS AND SOUTHERN MAHRATTA RY. CO., LD.
THE BOMBAY STEAM NAVIGATION CO., LD.
THE COMPAGNIE DES MESSAGERIES MARITIMES.
THE MARITTIMA ITALIANA STEAM NAVIGATION COMPANY.
THE NIPPON YUSEN KAISHA.
BURMAH-SHELL OIL STORAGE AND DISTRIBUTING CO. OF INDIA, LD.
THE STANDARD OIL COMPANY OF NEW YORK.
THE VACUUM OIL COMPANY.

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,, "SAPT" TEXTILE PRODUCTS, LD.
,, TOYO MENKA KAISHA, LD.
LLOYD TRIESTINO N. CO.
THE INTERNATIONAL GENERAL ELECTRIC CO., INC.
THE NATIONAL CITY BANK OF NEW YORK.
THE NEDERLANDSCH INDISCHE HANDELSBANK.
THE NETHERLANDS TRADING SOCIETY.
THE WESTERN INDIA MATCH COMPANY, LD.

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L. A. HALSALL, ESQ.,
Vice-President.
SIR LESLIE HUDSON, KT, M.L.C.
SIR ERNEST JACKSON, KT., C.I.E.
SIR JOSEPH KAY, KT.
P. BAKER, ESQ.
*J. C. HANNING, ESQ.
W. M. PETRIE, ESQ.
ALBERT RAYMOND, ESQ.

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Vice-President.
SIR JOSEPH KAY, KT.
D. S. BURN, ESQ.
A. S. GILLESPIE, ESQ.
J. C. HANNING, ESQ.
W. G. LELY, ESQ.
A. MCINTOSH, ESQ.
W. M. PETRIE, ESQ.

R. J. F. SULIVAN, ESQ., *Secretary.*
H. ROYAL, ESQ., *Asst. Secretary.*

* Mr. A. R. Ingram resigned his seat in April 1930 and Mr. J. J. Horne was nominated to serve in his stead. Mr. Horne resigned later and Mr. J. C. Hanning was nominated to serve in his stead.

CHAMBER'S REPRESENTATIVES.

Council of State.

THE HON'BLE MR. E. MILLER.

Legislative Council of H. E. the Governor of Bombay.

SIR LESLIE HUDSON, KT., M.L.C. | J. R. ABERCROMBIE, ESQ., M.C., M.L.C.

Bombay Port Trust.

R. R. HADDOW, ESQ.
E. C. REID, ESQ.
W. CLEMENT, ESQ.
G. H. COOKE, ESQ.
G. L. WINTERBOTHAM, ESQ.

Bombay Improvements Committee.
R. H. PARKER, ESQ.

Bombay Municipal Corporation.
G. O. PIKE, ESQ.

Sydenham College of Commerce Advisory Board.
L. F. TUCKER, ESQ. | A. G. GRAY, ESQ.

Bombay Smoke Nuisances Commission.
R. L. FERARD.

Persian Gulf Light Committee.
J. C. REED, ESQ.

St. George's Hospital Advisory Committee.
F. B. THORNELY, ESQ.

Governor's Hospital Fund.
C. N. MOBERLY, ESQ., C.I.E.

Indian Central Cotton Committee.
SIR JOSEPH KAY, KT.

Empire Cotton Growing Corporation.
R. P. SCOTT, ESQ.

Back Bay Reclamation Scheme.
Standing Advisory Committee.
SIR LESLIE HUDSON, KT.

Back Bay Reclamation Scheme.
Lay-Out Committee.
SIR LESLIE HUDSON, KT.

Bombay Development Department.
Special Advisory Committee.
A. M. REITH, ESQ.

Auxiliary Force Advisory Committee.
H. R. WATSON, ESQ.

Ex. Services Association.
THE HON'BLE MR. E. MILLER (*Ex-officio*).

Bombay Seamen's Society.
R. J. F. SULIVAN, ESQ.

Federation of Chambers of Commerce of the British Empire.
SIR MALCOLM HOGG, KT.

Local Railway Advisory Committee.
G. I. P. RAILWAY, B. B. & C. I. RAILWAY } L. A. HALSALL, ESQ.

Bombay Telephone Co., Ltd.
G. L. WINTERBOTHAM, ESQ.

Railway Rates Advisory Committee.
F. G. TRAVERS, ESQ. — THE HON'BLE MR. E. MILLER.
L. A. HALSALL, ESQ. — G. SUGDURY, ESQ.
J. F MACDONELL, ESQ.

Government of Bombay Road Board.
THE HON'BLE MR. E. MILLER, ESQ.

CHAIRMEN AND SECRETARIES OF THE BOMBAY CHAMBER OF COMMERCE.

Chairmen.

J. Skinner	1836–37
M. T. Brownrigg	1837–38
H. G. Gordon	1838–39
J. Skinner	1839–40
T. R. Richmond	1840–41
C. B. Skinner	1841–42
S. D. Murray	1842–43
J. Wright, E. Lyon	1843–44
T. Cardwell	1844–45
J. Smith	1845–46
W. Graham	1846–47
John Parsons	1847–48
A. G. Latham	1848–49
Robert Strong	1849–50
W. S. Grey	1850–51
John Parsons	1851–52
A. H. Campbell	1852–53
H. B. Gilmour	1853–54
James Graham	1854–55
W. F. Hunter	1855–56
A. T. Binny, H. B. Gilmour	1856–57
John Fleming	1857–58
Robert Ryrie	1858–59
H. D. Cartwright, Henry Scott, Andrew Grant	1859–60
George Hamilton, George Lord	1860–61
James N. Fleming, Michael H. Scott	1861–62
Robert Hannay, Alexander Brown	1862–63
Andrew Grant	1863–64
A. C. Gumpert, Alexander Stewart	1864–65
A. J. Hunter	1865–66
W Christian, A. J. Hunter, Alexander Brown	1866–67
J. Foggo	1867–68
Hamilton Maxwell	1868–69
H. E. Astley, D. Graham	1869–70
A. D. Grant	1870–71
W. G. Hall	1871–72
J. K. Bythell	1872–73
H. E. Bright, E. Lord	1873–74
D. Watson	1874–75
J. A. Forbes	1875–76
G. F. Henry, Donald Graham	1876–77
Walter Lang	1877–78
M. Mowat	1878–79
C. Macdonald	1879–80
J. N. Graham	1880–81
E. Comber, W. M. Macaulay	1881–82
James Thorburn	1882–83
Sir F. Forbes Adam, Kt., C.I.E.,	1883–84, 1884–85, 1886, 1887, 1888, 1889
A. F. Beaufort	*1890
L.R.W.Forrest,	*1890, 1891, *1892
J. L. Symons	*1892
R. S. Campbell	*1893
W.R.Macdonell,	1893*, 1894, 1895
A. F. Beaufort	1896
A. Abercrombie	1897
R. H. Macaulay	1898
A. Abercrombie	1899
William Greaves,	1900, 1901, *1902
J. M. Dick	*1902, 1903
C. H. Armstrong	1904, 1905
H. E. E. Procter	1906
C. H. Armstrong	1907
Sir Henry Procter, Kt.	1908
C. H. Armstrong	1909
R. G. Monteath	1910
Sir Chas. Armstrong, Kt.	1911, 1912, 1913
Marshall F. Reid, C.I.E.	1914
T. W. Birkett	1915
J. S. Wardlaw Milne	1916
Malcolm N. Hogg	1917, 1918
Nigel F. Paton	1919
A. H. Froom	1920
H. P. W. Macnaghten	1921
Sir Frank Nelson, Kt.	1922, 1923
L. S. Hudson	1924
V. A. Grantham	1925
Sir Joseph Kay	1926
Sir Leslie Hudson	1927
Sir Hugh Cocke	1928
G. L. Winterbotham	1929
J. R Abercrombie	1930
E. Miller	1931

* Part year.

Secretaries.

R. X. Murphy	1836–38	James Taylor	1864–73
J. E. Brenan	1838	John Gordon	1873–84
R. X. Murphy	1838–41	David Watson (Acting)..	1881–82
T. J. A. Scott	1841–46	John Marshall	1884–98
John Connon	1846–57	Frederick Nöel Paton	1898–1905
John Mawson	1857–59	J. B. Leslie Rogers ..	1905-1911
J. A. Crowe (Acting) ..	1858–59	R. E. Gregor-Pearse	1912–1920
H. Brooke	1859–64	C. B. Sayer	1921–1925

R. J. F. Sulivan—Appointed 1925.

Bombay Chamber of Commerce.

ANNUAL GENERAL MEETING.

THE Annual General Meeting of the Members of the Bombay Chamber of Commerce was held in the rooms of the Chamber, Grahams' Building, on Thursday, 12th March 1931, at 3 p.m., to transact the following business :—

1. To adopt the Report of the Committee of the Chamber for the year 1930.
2. To confirm the nomination of the Members of the Committee of the Chamber for the year 1931-32, in accordance with the provisions of Article 39 (*g*).
3. To appoint Auditors of the Chamber's accounts for the year 1931 and to fix their remuneration.

And any other business that may be brought forward.

Mr. J. R. Abercrombie, M.C., M.L.C., President of the Chamber, presided and was supported by Mr. L. A. Halsall, Vice-President, and Sir Leslie Hudson, KT., M.L.C., Sir Ernest Jackson, KT., C.I.E., Sir Joseph Kay, KT., Messrs. A. S. Gillespie, J. C. Hanning, W. M. Petrie and Albert Raymond, Members of the Committee

Among those present were :—

His Excellency the Rt. Hon'ble Sir Frederick Sykes, P.C., G.C.I.E., G.B.E., K.C.B., C.M.G., Governor of Bombay ; Mr. J. W. Kelly, B.A., I.C.S., Deputy Controller of the Currency ; Mr. G. V. Bewoor, I.C.S., Postmaster-General, Bombay ; Mr. W. H. Neilson, O.B.E., Chairman, Mr. W. R. S. Sharpe, Deputy Chairman, Bombay Port Trust ; Mr. H. L. Shoveller, Asstt. Commissioner of Income-tax ; Mr. T. M. Ainscough, H.M. Trade

Commissioner for India; Mr. W. D. M. Clarke, H.M. Trade Commissioner, Bombay; Captain R. M. Philby, R.I.M., Principal Officer, Mercantile Marine Department, Bombay District; Major W. I. Kennedy Minards, B.Sc. A.M.I. Chem.E., Assay Master; Mr. T. A. Stewart, I.C.S., Collector of Customs; Mr. Hooseinbhoy A. Lalljee, President, Municipal Corporation, Bombay; Mr. B. N. Karanjia, Vice-President, Indian Merchants' Chamber; the Consul for Japan; the Consul for the Netherlands; Mr. T. Maloney, M.C., Secretary, Bombay Millowners' Association; Mr. S. Guevrek, of the Motor Traders' Association.

The following members of the Chamber were also present:—

Mr. E. J. Judah ..	..	Messrs. Andrew Yule & Co., Ltd.
,, D. Moir ..	..	,, W. H. Brady & Co., Ltd.
,, W. G. McKee	..	,, P. Chrystal & Co.
,, W. L. Hartigan	..	,, Courtaulds (India), Ltd.
,, E. Donovan	..	,, Cox & Kings (Agents), Ltd.
,, Leslie Blunt ,, Cecil N. Caroe	.. ..	,, Craigie, Blunt & Caroe.
,, Lowjee Meghji	..	,, Curumsey Damji & Sons.
,, W. M. Martin	..	,, Walter N. Cresswell & Co., Ltd.
,, H. M. Bowler	..	,, Cutler Palmer & Co.
,, S. K. Chaudhuri	..	,, W. H. Deeth & Co.
,, H. R. Hastie	..	,, Ellerman's Arracan Rice & Trading Co., Ltd.
,, F. A. Cole ..	..	,, A. F. Ferguson & Co.
,, B. Brown .. ,, C. F. Morris	.. ..	,, James Finlay & Co., Ltd.
,, E. J. Bunbury	..	,, Forbes, Forbes, Campbell & Co., Ltd.
,, A. Henderson ,, C. Pilkington	.. ..	,, Gannon Dunkerley & Co., Ltd.

Mr. W. L. Clement ..	Messrs. Grahams Trading Co., Ltd.
„ H. A. Henry ..	
„ J. B. Greaves ..	„ Greaves Cotton & Co., Ltd.
„ A. McIntosh ..	
„ G. J. J. Griffiths ..	„ G. Griffiths & Co.
„ H. Toms	
„ Nandlal Kilachand ..	„ Kilachand Devchand & Co., Ltd.
„ E. C. Reid	„ Killick Nixon & Co.
„ G. C. Phillips ..	
„ R. C. Lowndes ..	
„ V. F. N. Paton ..	
„ R. D. Warren Smith.	„ Macbeth Bros. & Co., Ltd.
„ R. R. Haddow ..	„ Mackinnon, Mackenzie & Co.
„ C. E. Leman ..	
„ D. W. MacEwan ..	
„ E. E. Janion ..	
„ J. G. Simon	
„ W. F. A. Ridler ..	„ Marshall, Sons & Co. (India), Ltd.
„ E. G. Montgomery ..	„ Owen & Okell.
„ R. K. Williams ..	
„ A. C. Hinrichs ..	„ Parke, Davis & Co.
„ E. S. Gosling ..	
„ J. L. Bernard ..	„ Phipson & Co., Ltd.
„ Maneklal Premchand.	„ Premchand Roychand & Sons.
„ W. R. Padgett ..	„ B. Reif, Ltd.
„ E. Wilkinson ..	
„ F. Stones, O.B.E. ..	„ E. D. Sassoon & Co., Ltd.
„ R. H. D. Campbell .	„ Shaw Wallace & Co.
„ A. M. H. Russell ..	„ Spencer & Co.
„ O. A. Guggenheim ...	„ E. Spinner & Co.
„ R. D. Fraser ..	„ Steel Brothers & Co., Ltd.
„ S. D. Saklatvala ..	„ Tata Sons, Ltd.
„ F. H. French ..	„ Turner Morrison & Co., Ld.

Mr. J. Vonesch	Messrs. Volkart Brothers.
„ R. Scherer	
„ W. G. Lely	„ Wallace & Co.
„ W. Deacon	„ Anglo-Siam Corporation, Ld.
The Hon'ble Mr. E. Miller	„ Burmah-Shell Oil Storage & Distributing Co. (India), Ltd.
Mr. G. H. Cooke ..	
„ J. C. Reed	
„ G. O. Pike	
„ A. W. Percy ..	
„ E. G. Kennedy ..	
„ R. J. Hopkins ..	
„ W. L. Clarke ..	
„ G. L. Orchard ..	
„ J. D. Boyle ..	
„ J. F. Macdonell ..	The Bombay Company, Ld.
Sir Ness Wadia, K.B.E., C.I.E.	The Bombay Dyeing & Manufacturing Co., Ltd.
Mr. W. T. Lane	The Bombay Gas Co., Ltd.
„ L. W. Boulter ..	
„ A. J. Cormack ..	The W. T. Henley's Telegraph Works Co., Ltd.
„ A. J. Stahelin ..	The Holland-Bombay Trading Co., Ltd.
„ W. A. Bell	The Imperial Chemical Industries (India), Ltd.
„ B. N. Gamudia ..	The New Mofussil Co., Ltd.
„ R. H. Parker ..	The Bombay Telephone Co., Ltd.
„ A. R. Ingram ..	The Chartered Bank of India, Australia & China.

Mr. Reginald L. Phillips..	The Imperial Bank of India.
„ J. G. Ridland ..	
„ E. H. Curling ..	The Lloyds Bank Limited.
„ D. S. Burn	G. I. P. Railway.
„ N. Medley	B. B. & C. I. Railway.
„ H. F. Hobbs ..	
„ L. Randall	Atlas Assurance Co.
„ G. P. Meadows ..	Royal Insurance Co., Ltd.
„ V. C. Wright ..	
„ W. G. Dove	South British Insurance Co., Ltd.
„ P. J. Roche	Sun Life Assurance Co. of Canada.
„ R. Leslie Tilmour ..	
„ S. Fuchsmann ..	Havero Trading Co., Ltd.
Dr. M. Suter	
Mr. C. R. Palmer ..	The International General Electric Co. (India), Ltd.
„ G. Velthorst ..	The Nederlandsch Indische Handelsbank.

Mr. R. Sulivan, Secretary and Mr. H. Royal, Assistant Secretary of the Chamber.

The notice convening the meeting having been read, MR. J. R. ABERCROMBIE in opening the proceedings said:—Your Excellency and Gentlemen,—It is my privilege to-day to propose the adoption of the Report of the Committee of the Bombay Chamber of Commerce for the year 1930 and, in doing so, it is my first pleasant duty to record how deeply we appreciate the presence here this afternoon of His Excellency the Governor. This is the third occasion upon which His Excellency has honoured us by attending our Annual General Meeting and I trust that he will permit me to express the hope that he will continue so to honour us, and that the remainder of his period of administration of this Presidency may be attended by fewer problems and more prosperous trade conditions than has been our lot recently. I also extend a hearty welcome to our other guests.

General Situation.

Before dealing with the various matters of interest which have engaged the attention of your Committee during the past year, I would like to say a few words on the general situation. My predecessor complained at our last annual meeting that he had to report upon a year of very unsatisfactory trading conditions, but the year under review has been one without precedent in the annals of this Chamber. From end to end the country has been torn by a civil upheaval of which Bombay has been the vortex, but it is not within the scope of my survey to examine the causes of this disturbance, and I desire to confine my remarks to the effect they have had upon the trade of this City.

At the end of August a Special Committee of the Chamber sat to enquire into the economic position and their report clearly established that a contributory cause of the dislocation of Bombay's trade was the repeated Hartals and closures of the markets. Whatever the object of these Hartals, their effect has reacted most hardly on India's own trade and the pockets of Indian merchants. In cotton, for example, the closure of the market during April and May upset the usual machinery for marketing the crop with the result that, during the period of the heaviest arrivals of cotton, the large merchant financiers stood aloof and cotton had to be sold at distress prices for export abroad because of the lack of holding power. Thus foreign countries benefited at India's expense. This presumably was the price that the Indian merchant was prepared to pay as his contribution to the national movement, but now that the work of the Round Table Conference is known, and the path towards responsible self-government by constitutional methods is clear for all to follow, I hope that political interference with trade will be strongly resisted.

We all recognise the right of the individual to exercise his taste in the matter of the selection of his purchases and to favour the products of his own country; but where we do object to the

so-called Boycott is the idea that any class, caste or party should be allowed to dictate to individuals what goods they should buy and to use force if necessary to prevent them from following their own inclinations. This is an infringement of the liberty of the subject and must be repugnant to all who hold true democratic ideals.

In addition to political disturbances, we have had to contend with a very severe economic crisis all over the world, and there is hardly a commodity in any country which has not depreciated by about 50 per cent. during the year 1930. India has been particularly hard hit by the slump in the price of all world commodities as she is predominantly an exporter of produce and it is natural, therefore, that trade should be bad but there are signs that the crisis is past and I think we may now face the future, confident that better times are in store for us. The recovery from this slump must necessarily be slow, but I hope that, when the vexed question of the future constitution is settled India's enormous population and resources will turn the scale and that she will lead the way to improved economic conditions throughout the world. I am also optimistic enough to believe that the useful part played by the European trader in the development of the resources of this country will not cease with the introduction of the new constitution.

Simon Report.

Though it is the ideal course, it is not always possible for those who represent business interests in this country to avoid politics. During the past year we have had the report of the Statutory Commission to consider, and the views of your Committee upon this most important document will be printed in full in Volume II of our Annual Report. There is little I need say in elaboration of these views except to repeat that we hold as of vital importance that "there can be no question of there being any distinction between British and Indian in the

new constitution. India must be left the right to discriminate against those countries which may not treat her nationals fairly, but as far as British rights in India are concerned, it must be clearly established that the same rights and status enjoyed by Indian citizens shall apply to British citizens in India."

Last week we received news of the settlement of the struggle between Congress and the Government and immediately telegraphed our respectful congratulations to H. E. the Viceroy. The Congress party is by far the largest and most powerful political organization in this country and it is difficult to see how any constitution, drafted without some measure of co-operation from them, could secure the lasting and peaceful settlement so necessary for Commerce. That they have been persuaded to co-operate in the future deliberations of the Round Table Conference is entirely due to the courage, patience and statesmanship of H. E. the Viceroy, and I am sure you will all join with me in the expression of our deep admiration of the untiring zeal and tenacity of purpose which His Excellency has displayed throughout the past year.

I would further add that we fully realize the immense difficulties to be overcome before a constitution can be framed which will satisfy all classes and communities and in so far as a body like ourselves may properly play any part in the political development of the country, the aim and purpose of the Bombay Chamber of Commerce has been, and will be, to encourage, and not to hinder, the legitimate aspirations of the Indian people to govern their own country, with the sole proviso that their government is stable and that they rule all classes and communities alike without fear or favour.

I have been criticised most severely in some quarters for a letter published over my name in June last, and without withdrawing one word of what was then written on behalf of the Chamber I would like to explain the reason for its publication. It was represented to me that there was considerable feeling

amongst our Indian friends with whom we have traded for many years that the European community was out of sympathy with Indian national aspirations, and that it would do a great deal towards restoring harmonious relations if a statement making plain the attitude of the European non-official community could be published. It was with this object in view that the letter was written after full consultation with your Committee jointly with the Committee of the Bombay Branch of the European Association.

It is perhaps unfortunate that more visible results were not obtained and that our friends with moderate views did not take a firmer stand against the methods employed by the Congress, but I am convinced that it did good, as it showed that there were many Englishmen in this country who were willing to help those Indians who desired to attain the ultimate goal of England's promises by constitutional methods.

Before I leave this subject I would like to say a few words about the Police. Rarely has a force been so vilified as the Bombay Police and I venture to say that no Police force in any country would have displayed more restraint than they did under circumstances of exceptional provocation. I would ask the critics of the Bombay Police how they themselves would have dealt with persons whose admitted intentions were to flout the law and make government impossible.

Central Budget.

The budget proposals of the Central Government just submitted by the Finance Member have come as an unpleasant shock to all of us. The budget is at present under discussion in the Assembly and I do not propose to say anything on the subject beyond mentioning that we have put forward our protest against the heavy increases in Income Tax and have suggested some alternative methods of raising revenue which occurred to us as worthy of investigation.

Associated Chambers.

The annual meeting of the Associated Chambers of Commerce in Calcutta last December was attended by your President and Vice-President, who moved three resolutions on behalf of this Chamber.

The first resolution dealt with Air Ports and the extension of the Air Mail service and we again urged the necessity of extending the Air Mail service from Karachi *via* Bombay to Madras. The Hon'ble Member for Industries and Labour in his very sympathetic reply stated that the Government of India are committed first of all to the completion of the Karachi-Calcutta-Rangoon route, but that, when this line is finished, there will be no delay in the development of the Southern route, provided funds are available. The fact that Government are now engaged upon the preparation of an all-weather landing ground at Juhu is an earnest of their intentions in this respect. Sir Joseph Bhore further promised that he would give consideration to any proposition which might be put forward by a private company in regard to the operation of any air service, except the Karachi-Calcutta-Rangoon line, and it is not improbable that an Air Service may shortly be started between Karachi and Bombay by the private enterprise of a firm to whose courage and initiative this City and Presidency owes much.

The resolution on Trunk Telephone facilities was very ably moved by your Vice-President who pointed out that until the internal trunk telephone facilities are improved it is useless to consider the development of external wireless telephone services. I hope that the re-organisation of the present internal system will receive the prompt attention it requires.

The third resolution regarding Provident Fund Trustees, I am glad to see, has already received the approval of Government in the form of a Bill which is now before the Assembly.

Road Traffic.

Early in the year the Chamber was invited to nominate a representative to serve on a Committee formed for the purpose of preparing a model set of rules for the licensing and taxation of motor vehicles to be recommended for adoption throughout India. Later this Committee submitted a set of draft rules which were commented on by the Chamber in detail. It is to be hoped that these efforts will result in establishing a measure of uniformity in the rules regulating motor traffic throughout India. Meanwhile it must be admitted that the year has not been a happy one for Bombay motorists. Registration fees and fees for driving licenses have been raised enormously in some cases by as much as 150 per cent. The annual renewal of a registration certificate which was formerly done gratis now costs Rs. 32 for an ordinary motor car. The charges can only be described as exorbitant, and the worst of it is that the revenues raised in this way are not earmarked for road development, but go to enhance the general revenues of the Government of Bombay. We protested, of course, but our protests passed unheeded. Another blow was inflicted on motorists by Government's decision to appropriate for ordinary road maintenance and repairs the major portion of Bombay's share of the extra 2 annas tax on petrol which should be devoted to special purposes sanctioned by the Government of India. Our representative on the Bombay Government Road Board entered a formal protest and has asked that any sums thus diverted from their legitimate objects shall be refunded to the Petrol Road Tax as soon as the Budget permits a normal contribution to road maintenance, a normal contribution being taken at Rs. 50 lakhs. If existing main roads were kept in a proper state of repair we should have less cause for complaint but I am sure most of us will agree that we have seldom known the roads out of Bombay in a worse condition.

Banking Enquiry.

The past year, so far as this Chamber is concerned, has seen the culmination of the Banking Enquiry Committee. In August last a small Sub-Committee, consisting of Sir Leslie Hudson, Mr. Ingram and myself, gave oral evidence before the Central Banking Committee, and it is to be hoped that the findings of this Committee will lead to improvements in the banking system of this country and to extended facilities for the marketing of agricultural produce.

Protection of Galvanised Sheet Industry.

In September last year the Government of India referred to the Tariff Board, for enquiry, an application that had been received from the Tata Iron & Steel Company, Ltd., for an increase in the duty leviable on galvanised iron and steel sheets, on the ground that such sheets were being imported into British India at a price likely to render ineffective the protection intended to be afforded by such duty to similar articles manufactured in India. Your Committee, in addressing the Tariff Board on the question, opposed Messrs. Tata's demand for an increased duty all round as they thought this would mean an additional burden on the consumer of Rs. 40 per ton. The Committee understood that Messrs. Tata's maximum output would only supply less than one-fifth of the country's requirements and, in these circumstances, they felt that the only justifiable method of assisting the Indian industry was by means of a bounty balanced by a proportionately increased duty on imported sheets bearing in mind the recommendation made by the Indian Legislature in 1923 "That the principle (of protection) should be applied with discrimination, with due regard to the well-being of the community."

As you are aware the Tariff Board recommended, *inter alia*, that the additional protection required should be given in the form of an additional duty of Rs. 37 per ton on imported galvanised sheets, this additional duty to remain in force for the remainder of the period of protection given by the Steel Industry (Protection) Act, 1927, that is, until the 31st March 1934. The

Board maintained that, as the Legislature after considering the question of bounties had determined in 1927 that the protection on galvanised sheets should be given by the imposition of duty, they were precluded from recommending the payment of bounties. The Legislative Assembly very rightly refused to accept Government's proposals, which were based on the Tariff Board's recommendations, to grant increased protection for three years, and it was finally agreed that Government's proposals should stand for one year only, and that, in the meanwhile, the question of a bounty should be considered.

The Chamber has always recognised the necessity of fostering the development of industries in India, but it cannot be gainsaid that protection should be framed in such a manner as to restrict the burden on the consumer to the minimum necessary and, in this instance, I would like to emphasise that galvanized sheets are not luxuries for the idle rich, but vital necessities for housing the very poorest classes in this country and providing cover for their crops ; that the duty now amounts to Rs. 67 per ton, and has been applied at a time when the Indian agriculturist finds that, owing to the depressed conditions of world trade, the price he secures for his produce does not even cover the cost of production. I sincerely hope that in examining the proposal for a bounty the Government will give full consideration to these facts.

Sea Customs Act.

For a number of years past the amendment of the law relating to Sea Customs has been under the consideration of Government, and early last year certain proposals were examined by a Sub-Committee of the Chamber. Many of the proposed changes were in the nature of relaxations of the existing procedure. While expressing their appreciation of these concessions which should be of benefit to traders without detriment to the Customs revenue, the Committee submitted observations on various points, notably in connection with the

principle of finality of assessment and the sections governing the liability of various persons to duty on missing goods. They also took the opportunity of this reference to point out that, under the existing law, where a vessel arrives in port the day before an increase in duty comes into force it may not be possible to present all the bills of entry on the same day, and consequently, part of the cargo is charged duty at one rate and part at another. With a view to securing uniformity of treatment for all cargo of the same kind in the same bottom, we suggested that Section 37 of the Sea Customs Act should be amended, so as to make the rate of duty applicable to any goods the rate in force on the date of arrival of the vessel at the port of discharge. We hope that effect will be given to our suggestions when the Act comes to be revised.

The Cotton Textile Industry (Protection) Act, which came into force last March, has entailed an entirely new procedure for passing certain classes of imported cotton piecegoods through the Customs and the mercantile community in Bombay is deeply indebted to the Collector of Customs for the arrangements he made to give effect to the new rules with the minimum of delay and inconvenience to those concerned. We are further indebted to him for altering the hours of work at the Custom's House to meet the convenience of merchants and for his assistance in settling the difficult question of ascertaining the real value of imported goods for assessment to duty. I should like to put on record our great appreciation of the help the Collector of Customs has given us whenever any difficulty has arisen in connection with Customs matters.

Statistics.

The question of the inadequacy of the Statistics at present published in India has been the subject of an investigation recently by Sir Arthur Salter, Director of the Economic and Financial Section of the League of Nations Secretariat, who

accorded an interview to a delegation from this Chamber. Amongst other matters your delegates stressed the necessity of the early re-establishment of the inland trade returns which were discontinued on the recommendations of the Inchcape Committee some years ago. They pointed out that the trade statistics at present published are practically confined to the Custom's returns which are grouped in broad classifications to suit the necessities and convenience of the Customs Authorities and that modern Commerce demands a more detailed survey and a much more scientific classification of goods than at present exists in India. They were also of opinion that the value of the statistics available would be greatly enhanced by the publication of articles in a periodical on the lines of the "Economist."

Postal Matters.

We are indebted to Mr. Bewoor, the Presidency Postmaster-General, for an innovation as he offered to attend our Committee meetings whenever we had any matters of postal and telegraphic interest to discuss.

He attended one of our meetings in November and helped us to clear up several matters of commercial interest with a minimum of trouble and delay and I should like to put on record our appreciation of Mr. Bewoor's very helpful and constructive policy. I am sure there will be many occasions in the future when your Committee will be glad to be able to discuss postal matters with him personally.

Sir Arthur Froom.

During the past year we have sustained a severe loss by the retirement of Sir Arthur Froom who for so many years represented the Chamber on the Council of State. It is difficult for me to express the debt which we owe to Sir Arthur Froom, as only those who have been on the Committee know the keen interest he took in all matters relating to the commerce of Bombay, and

the many ways in which he helped us apart from his Legislative duties. During the last few months when he might have been enjoying a comfortable retirement he has been working for the interests of the European community in India as the Chairman of the Advisory Committee of our delegates at the Round Table Conference. I am glad to say that under the provision of Article 27 the Committee elected Sir Arthur an Honorary Member of the Chamber in recognition of the great work he has done for the Bombay Chamber of Commerce.

Accounts.

Our audited accounts for the year 1930 are before you and I regret that they show a deficit of Rs. 6,482-4-5. Like others, we have suffered from bad trade conditions and our income from the Measurement Department, which is one of our principal sources of revenue, shows a falling off as compared with 1929, but I can only say that the result shown is considerably better than was expected. Bad times have also led to a reduced membership and at the close of the year under review we had 3 Chamber and 1 associate members less than at the end of the previous year. The really disappointing item in the accounts, however, is the loss of about Rs. 5,000 on our Statistics, which was the subject of a special comment by my predecessor last year who said "it is unthinkable that for lack of support, we should be driven to consider the possibility of suspending the publication of returns which have been in existence for nearly 80 years." I regret to say that, unless we receive better support, the possibility he mentioned will rapidly become a necessity, and before it is too late, I would like to remind members that many who viewed with equanimity the abolition of the inland trade returns some years ago are now clamouring for their re-establishment.

The Finance Member a short time ago deplored the lack of statistics in India and it is an ironical thought that, while the Government of India have recently brought out an expert to

give advice upon this very important question, the Statistical Department of the Bombay Chamber of Commerce which prides itself on the publication of the most complete trade returns issued by any Chamber of Commerce in India, is languishing for want of support. If any member has any suggestion or proposal to make with regard to the amplification or alteration of any of the Chamber's returns the Committee will be glad to receive it and will give it very careful consideration. But apart from suggestions from outside I can assure you that this question continually engages the attention of your Committee and during the past year, besides re-drafting the Imported Piece-Goods return on more scientific lines, they have been pressing Government for a revision of the classification of Dyes in order that Importers may have more accurate information as to the imports.

Domestic Affairs.

Before I close I should like to express my very grateful thanks to the Vice-President and Members of the Committee for their unfailing help during the past year. Mr. Halsall's support has been invaluable and every member of the Committee has backed me up through thick and thin in the trying times through which we have passed during the past year. I cannot pass on without reference to the impending loss which Bombay is to sustain in the retirement of Sir Leslie Hudson next month. Twice President, he has given his time and energy ungrudgingly in the interests of the Chamber, and Bombay will suffer an irreparable loss when he leaves. I will not attempt to enumerate all his services to the Chamber, but would only say that whenever work had to be done, or whatever situation arose which required tactful handling, we invariably turned to Sir Leslie Hudson whose shrewd commonsense and genial manner have smoothed out many a difficulty. To those gentlemen who have so ably helped the Chamber during the past year on the Standing and Special Sub-Committees I extend, on your behalf, the Chamber's most cordial thanks. Their expert knowledge, and

the help which they have so freely given, has made the work of the main Committee immeasurably lighter.

Mr. Sulivan, and the Chamber staff, are to be congratulated upon an exceptionally good year's work and I would like to make special mention of Mr. Royal who so ably acted as Secretary during the period of Mr. Sulivan's leave. I think the Chamber is exceptionally well served by a very able and loyal staff.

I congratulate you on having secured the services of the Hon'ble Mr. Miller and Mr. Haddow, as President and Vice-President, respectively, and I am sure that those who have the Chamber's interests at heart will rest content that the future could not be in better hands.

I now beg to propose that the Report of the Bombay Chamber of Commerce for the year 1930 be adopted and confirmed.

Mr. L. A. HALSALL, the Vice-President, said :—Your Excellency and Gentlemen,—I have pleasure in seconding the motion which the President has just put before you, and in doing so I need not detain you long as there are few matters calling for comment which the President has not included in his review of the Chamber's activities in the past year.

INDIAN RAILWAYS ACT, 1890.

The amendment of the Indian Railways Act has engaged our attention at frequent intervals during the year and has been the subject of more than one circular to members. The Act has been in existence for over 40 years and there are believed to be a number of directions in which it might be amended with advantage to the public and to the railways themselves. Merchants naturally have very frequent and important dealings with the Railways and our members put forward a number of

points in which they saw room for an improvement. It is not always easy for a commercial body to appreciate how far the difficulties of its members can be met by legislation, and with a view to giving the subject the consideration it deserved we appointed a special Sub-Committee on which we had the benefit of legal assistance. That Sub-Committee prepared a memorandum which was forwarded to the Railway Rates Advisory Committee and formed the basis of an informal discussion we had with Sir B. N. Sarma, the President of that body, and other railway representatives. Copies of the memorandum have been circulated to all members and there is no necessity for me to go into details here.

Standard Forms of Government Contract.

One other Railway matter to which I should like to make a brief reference is the new Standard Form of Contract. A resolution urging the adoption of standard contract forms for all Government Departments, and especially the State Railways, was passed at the Annual Meeting of the Associated Chambers of Commerce of India and Ceylon held here in December 1929. The Indian Stores Department forms have already been standardised and copies are in our possession, but the new Railway forms are still, we understand, undergoing final examination. Some months ago your Committee had the opportunity of an informal meeting with the Chief Commissioner of Railways when, *inter alia*, this matter was discussed. The precise terms of the new Railway Contract Forms are unknown to us and could not therefore be brought into the discussion. I should mention, however, that we took the opportunity to express our views as to the harshness with which the penalty clause in some existing Railway contracts occasionally operates against contractors, and we also pressed for the inclusion in the new contract of a *force majeure* clause. Whether our views in regard to the latter are being met we cannot say, as I regret we have not, even yet, received copies of the new forms. For the present

we can only assume that in their main principles they will conform to the Indian Stores Department forms.

Export Duty on Cotton.

The Bombay Municipality recently put before Government certain proposals for obtaining increased revenue required primarily in connection with the absorption of the City Improvement Trust. Among these proposals was one which has been brought forward on several occasions since about 1914, *viz.*, a tax of 4 annas per bale on every bale of cotton exported from Bombay. It cannot be denied that the Municipality requires some additional sources of revenue if it is to shoulder the liabilities of the Improvement Trust, but this particular proposal is yet another burden on the cotton trade of Bombay and, as such, is being strenuously opposed by all interested in the trade. The main arguments put forward by the protagonists of the scheme are that 4 annas per bale is negligible and would not *per se* have any adverse effect on the parity between Indian cotton and other growths or on the volume of the trade passing through Bombay, and, further, would not adversely affect the nett return to the ryot. These assertions however are very much open to question.

Your Committee, after consulting members of the Chamber interested, addressed to the Local Government an emphatic protest against the proposed cess, on the grounds that the cotton trade already carried its fair share of direct taxation (which is much heavier in Bombay than in Karachi) and that any further burden would certainly tend to divert cotton, particularly from the United Provinces and Rajputana, to Karachi and possibly Okha, to the detriment of Bombay. They further pointed out that cotton is not a monopoly of India, much less of Bombay, and that the proposed tax, which is nothing less than an export duty for the benefit of the Municipality, is wrong in principle, may form a dangerous precedent and quite possibly do consider-

able harm to the export trade. I might add that in our opposition to the proposal we have the support of the Indian Fiscal Commission, the Taxation Enquiry Committee and the Tariff Board, all of whom opposed as unsound the levy of an export duty on cotton. We understand that the question is still under consideration by Your Excellency's Government and we can only hope that the protests made by this Chamber and other bodies will have the desired result.

Municipal Taxation.

The Municipality in their representation to Government suggested two or three other sources from which they might obtain revenue, and the conflict of interests to which those proposals have given rise leads naturally to the question of what are and what are not legitimate objects of taxation by the Municipality *vis-a-vis* the Local Government. It is a very difficult question, particularly when, as at the present time, both sides are eagerly exploring every possible avenue by which additional revenue may be obtained. I do not propose to name any of the sources at present tapped by Government which many people feel should properly be available to the Municipality, but it is one of the problems which will have to be faced and, I hope, solved by the framers of the new constitution for India, which will shortly have to be worked out in detail. We merely wish at this juncture to record our opinion that the whole question of Government sources of revenue as opposed to the Municipality will require very full investigation and a clearer definition than now exists of the respective spheres of taxation.

With these remarks I beg to second the adoption of the Report.

The Report was then adopted.

HIS EXCELLENCY THE GOVERNOR said :—Mr. President and Gentlemen,—Of all the functions and meetings which it is my privilege to attend as Governor of this Province there are none which arouse a keener personal interest than this annual meeting of the Committee of the Bombay Chamber of Commerce, which I am now privileged by your kind invitation to attend for the third time. I trust that you will not need any assurance of the great interest and sympathy that I always feel in the operations and deliberations of your Chamber. In the first place I am keenly sensitive to the great importance under modern conditions of maintaining close touch between the Government and the representative bodies of the mercantile community, and, in the second place, from my own work in the years before I came to Bombay as Governor I have developed a personal interest in the work of bodies such as yours and a full appreciation of their importance. I thank you very much for the welcome you have accorded to me, and I share your hopes that future years may see a return of more prosperous trade conditions than have been our lot recently.

Indeed, Gentlemen, you have my cordial sympathy on account of the very difficult trading conditions which have prevailed during this last year. It is particularly unfortunate that the world depression should have been aggravated in Bombay by the political activities of a section of the population. But of this I think you will agree the less now said the better. A settlement has been effected, and if it is to have a reasonable chance of proving satisfactory, the first essential is that both sides should let bygones be bygones and turn their attention to carrying out the terms of the agreement with mutual good will.

When you say, Mr. President, that it is the ideal course for those who represent business interests in this country to avoid politics, I am inclined to think that there are many who would disagree with you. Personally I do not propose to express an

opinion, but I think that probably all of you will at least admit that under present circumstances this ideal is quite unattainable. Under modern democratic conditions politics is bound to have an important effect upon the whole of our lives and activities, and it is essential that everyone should be prepared to take an intelligent interest therein and to endeavour to make some contribution to the successful solution of the political problems of the moment. If representatives of business interests stand aloof, it is on the one hand difficult for Government to ascertain what commercial opinion really is and how proposed legislation and other actions will affect commercial interests. On the other hand it is possible that business interests may indulge in criticism of Government based on inadequate knowledge and in consequence purely destructive in effect. At a time like the present, when the whole constitution of India is in the melting pot, it is particularly important that you should pull your weight in the work that is being done to try and ensure that the future constitution is established on satisfactory and workable lines. I am glad to say that, whatever views you may hold of the ideal, you have not in fact been backward in playing your part in the political discussions that have been carried on. I fully realise how difficult it is for firms in India, especially in days like these when staffs have to be cut down to a minimum, to spare representatives to take part in political work, but the time has come when in your own interests it is essential that you should do so. While laying stress on the importance of taking your proper share in politics, I am by no means blind to the fact that there is a great tendency to-day to regard politics as the be-all and end-all of existence and to ignore other equally important lines of progress. Though this tendency is by no means confined to India, it is perhaps at the moment more conspicuous here than elsewhere, and as a result I am afraid that the important matters of economics, social welfare and sound administration tend to be neglected. This is extremely regrettable, for on the basis of a sound study of these questions

must be built all hope of advance in the future, and no political system that can be devised will solve our problem if these matters are neglected.

I fully appreciate your eagerness for the extension of the Air Mail Service, and particularly for its linking up with this City. I can assure you that all efforts you make to push forward this development will receive the cordial support of my Government. I am afraid, however, that it is evident that the financial difficulties of the Government of India may lead to some delay in progress on these lines, and I hope therefore that the private enterprise to which you have made allusion may prove successful in starting an aeroplane service between Karachi and Bombay.

The question of extension of internal trunk telephone facilities is, I am afraid, not an easy one. As you know, the trunk telephone line from Bombay to Poona and Sholapur has been in existence since April the 2nd, 1924, and this Government has given a guarantee of Rs. 17,426 per annum for a period of ten years from that date. Under this guarantee we have been called upon to make good the loss on this line to the extent of sums varying from twelve to fourteen thousand rupees annually. You will realise that this is a very serious matter, particularly in times like the present. Should our finances not improve, indeed we may have, I am afraid, even seriously to consider the question of discontinuing the guarantee on its expiry in April 1934. The lack of support that this telephone line has received appears to indicate that there is not a very keen demand for trunk telephone connections in India, though this is hard to believe. There is also a telephone line in existence between Karachi and Sukkur *via* Hyderabad in Sind. For this, Government have also had to give a guarantee, and in the course of four years they had to make good the sum of Rs. 70,000. Under these circumstances I am afraid it seems impossible at present for Government to consider the question of further extensions which

will naturally involve the undertaking of further financial liabilities by way of guarantees. If, therefore, the mercantile community really want more trunk telephones, or even if they want to retain those already in existence, I would suggest that serious consideration of the possibility of propaganda to induce increased use of these trunk lines is called for, and in addition, if the reason for lack of support is inefficiency of the service, a representation to the Government of India to improve it.

My Government have also been criticised for their motor taxation policy, and I am glad that you have raised the question in your speech, Sir, as it gives me an opportunity of endeavouring to remove some misapprehensions that appear to exist on this subject. The opinion followed in general by Indian Governments in regard to financial principles of taxation has so far generally been to oppose the earmarking of particular revenue for particular purposes. We have therefore resisted the demand that the revenue raised by taxation of motors should be earmarked for the purpose of road construction and repairs. This does not mean, however, that the money raised by motor taxation is not exceeded by the amount spent on our roads. As we have always opposed the earmarking principle, we have never had figures collected to show whether the amount raised by such taxation is or is not in excess of the amount spent on roads. But I am confident that if such figures were worked out it would be shown that our expenditure is actually considerably in excess of the amount we receive from motorists by way of taxation. No one regrets more than I and my Government the necessity of imposing additional taxation on transport, but the present period of extreme financial difficulty has called on the one hand for retrenchment of a severe nature in all directions, and expenditure on roads has had to bear its share. This unfortunately has come at the same time as the large increase in motor traffic which has subjected the roads to a heavy additional strain. I am afraid I must agree with you that they have failed to stand up to it, but improved roads are purely a question of increased

grants therefor, and much as everyone must appreciate the immense importance of good communications, I am afraid I can hold out little hope of real improvement until our finances take a turn for the better. On the other hand we have had to look round also for sources of additional taxation, and here also the motorist has had to contribute his share equally with other interests. I would further point out with regard to the demand that the receipts from motor taxation should be earmarked for expenditure on roads, that although this principle was also accepted in England, it has been found increasingly difficult to work in practice, and is in consequence no longer rigorously observed.

I come now to the second question of the diversion of the Road Development Fund established by the Government of India. In this matter I think perhaps I may be able to remove any misapprehension your Committee may have when you refer to Government's decision to appropriate for ordinary road maintenance and repairs the major portion of Bombay's share of the extra two annas tax on petrol, which should be devoted to the construction of new roads. The fact is that the Government of Bombay have only applied to the Government of India for permission to do this for one year as a purely temporary expedient to meet the very severe and, we hope, peculiar financial difficulties which have come upon us this year, and a part of which at least will, it may be anticipated, be temporary. The matter is still under discussion with the Government of India and no decision has been taken, but I can assure you that there is no intention on the part of my Government to ask for a permanent diversion of this Fund from the construction of new roads to the maintenance of the present road system, and we are naturally aware that, even if there were, the Government of India would not give any such permission.

As I have often said, in my view, it is more the economic than the political situation which is responsible for the present ills, and

I am very glad to note the importance you attach to the preliminary maintenance of adequate statistics and the interest you have taken in the investigation recently made by Sir Arthur Salter. In this matter my Government entirely share your views, as is evidenced I think by the introduction of our Statistics Bill some years ago. This did not at the time receive very strong support from industry, but no doubt that was because the subject was considered to be one which could be more suitably dealt with on an all-India basis. Sir Arthur Salter's report should soon be available, and I feel sure that it will point the way to some material improvements on these lines. We have already promised our support in this matter, and will be very glad to assist any proposals that the Government of India may make, to the best of our ability and financial resources. In this connection, Sir, I am in entire agreement with your criticisms on the attitude of the commercial community of calling for statistics without being willing to pay for them, and I sincerely hope that even in times like these, when every possible economy has to be effected, your members will not adopt the short-sighted policy of allowing the publication of your statistical returns to cease for lack of support.

I am very glad indeed to endorse what you say in commendation of the Bombay Police. They have unfortunately been subjected to violent and unjustified attacks for the part they have played in the political disturbances that we have gone through. Those who attack them have apparently forgotten the fine work which they did in the riots and the trade disturbances of 1928 and 1929, and the praises which even these same people themselves then bestowed upon them. They have forgotten also the appreciation they previously expressed of their admirable turn-out and the rapid improvement they displayed in carrying out such new duties as traffic control. I am particularly glad, therefore, that you, on behalf of the influential body that you represent, should completely dissociate yourselves from the criticisms that have been levelled at them.

The Bombay Government do not for one moment wish to indulge in any unnecessary use of force, but in the last resort Government must have adequate force to rely on for the maintenance of law and order, and it is therefore very comforting to think that our Police Force have acquitted themselves so well and have shown themselves such a very reliable instrument.

I should like, if I may, to associate myself most cordially with what you have said of the loss that you and Bombay, as a whole have sustained by the retirement of Sir Arthur Froom. I entirely agree with you in your estimate of the very useful work that he has done in the political arena, and the great benefit that the commerce of Bombay has derived therefrom. I should also like to join you, Sir, in your expression of sorrow at the impending retirement of Sir Leslie Hudson. Although I myself have not been very long in Bombay, I have come to regard Sir Leslie already not only as a personal friend but as a great friend of Bombay and, indeed, almost as an integral part of the City, and it will hardly seem the same place when he has gone.

As you have said, Mr. President, the year that we look back upon may be characterised from your point of view and, indeed, from the point of view of most of us, as unsatisfactory to an extent unprecedented in the annals of your Chamber. We may therefore turn with relief to a contemplation of the future, even though that is by no means free from uncertainty and difficulty. The unsatisfactory trading conditions of the year have been due to two causes. First, the general trade depression, which has been world wide ; and, secondly, the political unrest, of which we in Bombay have felt the full blast. As regards world trade conditions, it is obviously not for me to say much to an audience of experts such as I am addressing to-day. I am exceedingly glad , Sir, to note, however, that you feel able to say that you detect signs that the crisis is passed and that you can face the future, confident that better times are in store for us. On this

point the only thing therefore that I shall venture to say is to lay stress on the importance of the re-establishment of confidence. Experts are not agreed upon the root causes of the present slump, but I think everyone is satisfied that lack of confidence has been at least an important contributory factor. To re-establish confidence, probably nothing is so important as more settled political conditions, and this leads me on to a discussion of the second cause—the political unrest. I am exceedingly glad to hear the words in which you have welcomed the settlement that has recently been made with the Congress, and I heartily share the appreciation you have expressed for the patient labours of His Excellency the Viceroy in the conduct of the discussions. No doubt there are some on both sides who are not entirely satisfied with the final terms of settlement, but I think the more the settlement is examined the more you will be inclined to agree that it holds out a reasonable hope of a period of peace in the future. Indeed, to me one of its strongest recommendations is that it has been vigorously criticised by the extremists on both sides. However, whatever may be thought of it, it now holds the field and must form the basis of our future policy. I feel justified therefore in calling upon you, as the representatives of a body vitally interested in securing conditions of stability that will lead to a return of confidence, for your whole-hearted support to Government in implementing the undertakings that we on our side have made. The whole spirit of the present times is to let bygones be bygones, and to make an effort in future to work together for progress on all lines—commercial and constitutional alike. I know it is unnecessary for me, Gentlemen, to ask you to fall in with this spirit, partly in the interests of the country of our adoption, but just as much because in that course, to my mind, lies our best chance of recovery from the present distressing conditions. I feel sure, Gentlemen, you need no further assurance of the keen sympathy that I personally, and as head of the Bombay Government feel for you in the difficult period that you have passed through. I can assure you also of my very best

wishes for the future, my full realisation of the important part that European business can still play in the progress of this country, and my determination that Government shall do everything possible to help you and co-operate with you in every reasonable way.

Mr. E. J. BUNBURY said:—I will spare the blushes of the President and Members of the Committee which it would be my duty to provoke if I were allowed the time to do justice to the work carried out by them during the past year. I would, however, like to emphasise the fact that the year has been one full of exceptional difficulties. Problems of politics and problems of economics have tripped over each other to an extent unprecedented in the history of the Chamber. When our ship set out on her annual cruise a year ago, she had the advantage of a well balanced and well tried crew and an able skipper. She encountered unusually heavy monsoon seas, but has been brought safely into smoother waters. This, gentlemen, is a feat of no mean achievement for which all credit is due to the President and Members of the Committee—a credit which they have reflected not only on the Bombay Chamber of Commerce, but I venture to say, also on Bombay City and Presidency as well. With these remarks, gentlemen, I have pleasure in proposing that the thanks of the Chamber be tendered to the President, the Vice-President and the outgoing Committee for their able conduct of the affairs of the Chamber during the past year.

Mr. B. BROWN, seconded the resolution which was carried with acclamation.

Mr. E. C. REID proposed, Mr. A. R. INGRAM seconded and it was agreed :—

"That the nomination of the following members of the Committee of the Bombay Chamber of Commerce for the year

1931-32, in accordance with the provisions of Article 39 (*g*) be and is hereby confirmed :—

SIR JOSEPH KAY, KT.
D. S. BURN, ESQ.
A. S. GILLESPIE, ESQ.
J. C. HANNING, ESQ.
W. G. LELY, ESQ.
A. MCINTOSH, ESQ.
W. M. PETRIE, ESQ.

Mr. J. F. MACDONELL proposed, Mr. W. G. MCKEE seconded and it was agreed :—

"That MESSRS. A. F. Ferguson & Co. be and are hereby elected Auditors of the Chamber's accounts for the year 1931 on the remuneration hitherto paid to them."

The HON'BLE MR. E. MILLER said :—The honour has fallen to me of proposing a vote of thanks to His Excellency the Governor for once again coming to our Annual General Meeting. I do this most heartily, for the keen interest His Excellency has always shewn in commercial affairs is well known. His presence here to-day, in spite of many other important duties, gives us much pleasure and is greatly appreciated. I am sure all will agree it just adds that personal touch which makes us feel the friendly spirit that exists between this Chamber and His Excellency. Before putting this resolution to the meeting, may I just refer to the great honour you have done me, in electing me as your President for the ensuing year. The Chair of this Chamber has been filled by many prominent men of this City and I shall always endeavour to uphold the high standard that has been set by my predecessors. As His Excellency said the Committee in these days have to interest themselves in politics as well as commerce and it will be the care of your Committee during the coming year to safeguard your interests in all directions to the best of their ability.

Gentlemen, I beg to propose a very hearty vote of thanks to His Excellency the Governor for his presence here to-day.

The resolution was seconded by Mr. J. B. GREAVES and carried with acclamation.

A vote of thanks to the President terminated the proceedings.

Bombay Chamber of Commerce.

ANNUAL REPORT.

ELECTION OF PRESIDENT AND VICE-PRESIDENT OF THE CHAMBER FOR THE YEAR 1931.

In accordance with the prescribed regulations the Hon'ble Mr. E. MILLER and Mr. R. R. HADDOW were elected President and Vice-President, respectively, of the Chamber for the year 1931.

CHANGES IN THE COMMITTEE DURING 1930.

Mr. A. R. INGRAM and Mr. P. BARKER resigned their seats on the Committee during the year and were succeeded by Mr. J. J. HORNE and Mr. A. S. GILLESPIE respectively. Later Mr. HORNE resigned his seat and was succeeded by Mr. J. C. HANNING.

COUNCIL OF STATE.

CHAMBER'S REPRESENTATIVE.

The Hon'ble SIR ARTHUR FROOM who had represented the Chamber in the Council of State since its inauguration in 1920 resigned his seat in April 1930 on proceeding to Europe and SIR REGINALD SPENCE was elected to serve in his stead. At the general election held in August 1930 Mr. ERNEST MILLER was elected to represent the Chamber.

BOMBAY LEGISLATIVE COUNCIL.

CHAMBER'S REPRESENTATIVE.

Mr. E. MILLER, one of the Chamber's representatives in the Bombay Legislative Council, resigned his seat in April 1930 on proceeding to Europe and Mr. J. R. ABERCROMBIE, M.C., was elected to serve in his stead. At the general elections, held in August 1930 Mr. J. R. ABERCROMBIE and SIR LESLIE HUDSON were re-elected to serve as the Chamber's representatives in the Bombay Legislative Council.

PORT TRUST BOARD.

CHAMBER'S REPRESENTATIVE.

Mr. F. C. ANNESLEY, one of the Chamber's representatives on the Board of Trustees of the Port of Bombay, resigned his seat on proceeding to Europe and Mr. E. C. REID was elected to serve in his stead. Subsequently, Mr. REID obtained six months leave of absence from the Board meetings and Mr. G. GRIFFITHS was elected to serve during his absence. Mr. J. R. ABERCROMBIE, M.C., M.L.C., was also elected to serve during the absence on leave of Mr. E. MILLER. Towards the end of the year Mr. P. BARKER, one of the Chamber's representatives resigned his seat on proceeding to Europe and Mr. W. L. CLEMENT was elected to serve in his stead.

BOMBAY IMPROVEMENTS COMMITTEE.

CHAMBER'S REPRESENTATIVE.

Mr. R. H. PARKER, the Chamber's representative on the Bombay Improvements Committee, resigned his seat in March 1930 on proceeding to Europe and Mr. L. A. HALSALL was elected to serve in his stead. Towards the end of the year Mr. HALSALL resigned his seat and Mr. R. H. PARKER was elected to serve in his stead.

THE BOMBAY MUNICIPAL CORPORATION.

CHAMBER'S REPRESENTATIVE.

Mr. D. J. C. WALLACE, the Chamber's representative in the Bombay Municipal Corporation, having resigned his seat on transfer from Bombay, a ballot was held on the 3rd November 1930 and resulted in the election of Mr. H. L. LEROY.

G. I. P. AND B. B. & C. I. RAILWAYS LOCAL ADVISORY COMMITTEES.

CHAMBER'S REPRESENTATIVE.

Mr. F. C. ANNESLEY, the Chamber's representative on the Local Advisory Committees of the G. I. P. and B. B. & C. I. Railways, having resigned his seat on proceeding to Europe, Mr. L. A. HALSALL was nominated to serve in his stead.

GOVERNMENT OF BOMBAY ROAD BOARD.

CHAMBER'S REPRESENTATIVE.

(*See Report* 1928, *Vol. I, page* 6.)

Mr. E. MILLER, the Chamber's representative on the Government of Bombay Road Board, having obtained leave of absence in March 1930 on proceeding to Europe, Mr. J. C. REED was nominated to serve in his stead.

The term of office of Mr. MILLER expired on the 19th October 1930 and the Government of Bombay called upon the Chamber to elect a member to serve on the Road Board for a further period of two years from the above date. The Committee in reply informed Government that they desired to re-nominate Mr. MILLER and also desired that Mr. J. C.

REED should continue to act as the Chamber's representative on the Board until the return of Mr. MILLER from leave.

BOMBAY SMOKE NUISANCES COMMISSION.

CHAMBER'S REPRESENTATIVE.

Mr. A. GEDDIS, the Chamber's representative on the Bombay Smoke Nuisances Commission, resigned his seat towards the end of the year and Mr. R. L. FERARD was nominated to serve in his stead.

GOVERNOR'S HOSPITAL FUND.

CHAMBER'S REPRESENTATIVE.

Mr. C. N. MOBERLY, C.I.E., the Chamber's representative on the Executive Committee of the Governor's Hospital Fund, having obtained six months leave of absence in May 1930, Mr. A. S. TROLLIP was nominated to serve during his absence.

BOMBAY SEAMEN'S SOCIETY.

CHAMBER'S NOMINEE.

(*See Report* 1929, *Vol. I, page* 3.)

The Committee in February 1930 re-nominated Mr. R. J. F. SULIVAN to serve as a member of the Bombay Seamen's Society.

SYDENHAM COLLEGE OF COMMERCE AND ECONOMICS, BOMBAY.

CHAMBER'S REPRESENTATIVE ON ADVISORY BOARD.

The Chamber was informed by the Government of Bombay in March 1930 that they had decided to revise the

constitution of the Advisory Board of the Sydenham College of Commerce and Economics, Bombay, and requested the Chamber to nominate two representatives to serve on the new Board which would consist of :—

(1) The Director of Public Instruction, (*Chairman*).

(2) The Principal, Sydenham College of Commerce and Economics.

(3) A representative nominated by the Indian Institute of Bankers, Ltd.

(4) and (5) Two persons entitled to audit the accounts of public companies under Section 144 of the Indian Companies Act.

(6) and (7) Two experts in Mercantile Law.

(8) A representative nominated by Sir Jugmohandas Vurjeevandas, Kt.

(9) A representative nominated by the Trustees of the N. M. Wadia Charities.

(10) A representative nominated by Sir Chinubhai Madhowlal Ranchhodlal, Bart.

(11) and (12) Two representatives nominated by the Bombay Chamber of Commerce.

(13) A representative nominated by the Millowners' Association, Bombay.

(14) The Manager of a leading Insurance Co.

(15) A railway officer.

The Committee nominated Mr. A. G. GRAY and Mr. L. F. TUCKER to serve as the Chamber's representatives.

AUXILIARY FORCE ADVISORY COMMITTEE.

CHAMBER'S REPRESENTATIVE.

The term of office of the Auxiliary Force Committee expired on the 24th June 1930 and the Committee of the

Chamber re-nominated Lt.-Col. H. R. WATSON as the Chamber's representative on the new Advisory Committee which took office on the above date.

SUB-COMMITTEES.

The undermentioned gentlemen were nominated to serve on the following Sub-Committees of the Chamber for the year 1930-31 :—

Import.

M. Fox, Esq.
J. Bullock, Esq.
H. G. Davies, Esq.
S. Fuchsmann, Esq.
A. L. Hutson, Esq.
G. Lykiardupolo, Esq.

Shipping and Export.

A. Boller, Esq.
F. H. French, Esq.
R. R. Haddow, Esq.
H. A. Haracopos, Esq.
J. G. Milne, Esq.
H. C. Whitehouse, Esq.

Docks and Railways.

H. P. Ball, Esq.
E. Donovan, Esq.
A. Peel Goldney, Esq.
C. E. Leman, Esq.
G. V. Lloyd, Esq.
R. C. Lowndes, Esq.

Finance.

A. G. Gray, Esq.
J. B. Greaves, Esq.
A. R. Ingram, Esq.
Kikabhoy Premchand, Esq.
Ellis Reid, Esq.
J. G. Ridland, Esq.

Income-tax.

C. N. Caroe, Esq.
Sir Hugh Cocke, Kt., M.L.A.
C. R. Sharp, Esq.
G. L. Winterbotham, Esq.

Agriculture.

T. G. Ralli, Esq.
J. C. Reed, Esq.
T. Parker, Esq.
H. C. Whitehouse, Esq.
N. B. Macbeth, Esq.
E. Lieberherr, Esq.

Labour.

R. R. Haddow, Esq.
H. F. Hobbs, Esq.
H. L. LeRoy, Esq.
J. C. K. Peterson, Esq., C.I.E.
F. Stones, Esq., O.B.E.

Mr. S. Fuchsmann having obtained leave of absence on proceeding to Europe Mr. G. Kreczmer was nominated to serve on the Import Sub-Committee during his absence.

Messrs. J. B. Greaves and Ellis Reid also obtained leave of absence from the Finance Sub-Committee and Messrs. C. R. Sharp and F. C. Annesley were nominated to serve during their absence.

Mr. E. Lieberherr resigned his seat on the Agriculture Sub-Committee on proceeding to Europe and Mr. R. Scherer was nominated to serve in his stead.

Mr. G. V. Lloyd resigned his seat on the Docks and Railways Sub-Committee and Mr. F. H. French was elected to serve in his stead.

MEMBERSHIP OF THE CHAMBER.

The total membership of the Chamber on the 31st December 1930 was 166 Chamber members and 11 Associate members, against 169 Chamber members and 12 Associate members at the end of 1929. The following are the names of the Chamber members elected during the year under report.

Messrs. Macinlop (India), Ltd. ; Proposed by Messrs. Dunlop Rubber Co., Ltd., and seconded by Messrs. Wilson Latham & Co., Ltd.

The Eastern Telegraph Co., Ltd.; Proposed by Messrs. Mackinnon Mackenzie & Co., and seconded by the Mercantile Bank of India, Ltd.

Messrs. Kilachand Devchand & Co., Ltd.; Proposed by the National Bank of India, Ltd., and seconded by Messrs. Mackinnon Mackenzie & Co.

Messrs. Scales & Adam, Ltd.; Proposed by Lloyds Bank Limited, and seconded by Messrs. B. Reif, Ltd.

Messrs. Andrew Yule & Co., Ltd.; Proposed by Messrs. Mackinnon Mackenzie & Co., and seconded by the Mercantile Bank of India, Ltd.

Messrs. Glenfield & Kennedy, Ltd.; Proposed by the Chartered Bank of India, Australia and China; and seconded by the Anglo-Siam Corporation. Ltd.

Messrs. Braithwaite & Co. (India) Ltd.; Proposed by Lloyds Bank Limited, and seconded by the Bank of India, Ltd.

The Central Agency, Limited; Proposed by the Chartered Bank of India, Australia and China, and seconded by the National Bank of India, Ltd.

Messrs. United Exporters, Ltd.; Proposed by the National Bank of India, Ltd., and seconded by Messrs. Little & Co.

Messrs. Hoare Miller & Co., Ltd.; Messrs. Lewis and Jones; Messrs. Clarke & Smith; Messrs. Marsland, Price & Co., Ltd.; Messrs. Drennan & Co.; Messrs. Samuel Fitze & Co., Ltd.; Messrs. Gutmann & Co.; Messrs. W. H. Scales & Co., Ltd.; Messrs. William Gossage & Sons, Ltd.; Messrs. Braithwaite & Co. Engineers, Ltd.; Messrs. H. L. Rochat

& Co.; and Messrs. J. Duxbury & Co.. Ltd. resigned their Chamber membership.

The following Associate Member was elected during the year :—

Messrs. J. Walter Thompson Company; Proposed by Messrs. A. F. Ferguson & Co. and seconded by Messrs. Crawford Bayley & Co.

Messrs. Comptoir Lyon-Alemand and Messrs. Valensa & Co. resigned their Associate Membership during the year.

THE CHAMBER'S PROVIDENT FUND.

The Committee have applied for recognition of the Chamber's Provident Fund under the Provisions of the Indian Income-tax (Provident Funds Relief) Act, 1929, and have, with the assistance of a Sub-Committee consisting of Messrs. L. A. Halsall, C. N. Caroe and G. L. Winterbotham, amended the Rules in order to make them conform with the Act and rules thereunder. The amended Rules have been submitted to the Commissioner of Income-tax for his approval.

THE CHAMBER'S RECORDS.

(*See Report*, 1904, *page* 12.)

The Committee have during the year placed in safe custody with the Imperial Bank of India 8 cases containing a copy of each of the Chamber's Statistical Returns as far as available, the Chamber's Minute Books from 1836 to 1928, and the Chamber's Reports from 1909 to 1928.

CHAMBER'S MEASUREMENT DEPARTMENT CERTIFICATES.

Discontinuance of issue of ink copies.

Order 24 of the Orders issued by the Committee of the Chamber for the conduct of measurement of cargo at the Docks formerly read as follows :—

(24) Every Measurer shall receive a book of temporary measurement slips together with indelible pencil and carbon paper for making such slips in triplicate. The Measurer will retain the first copy and from it write up his certificates ; the second copy he will hand to the shippers at the time of measurement, and the third to the ship agent's representative on demand.

Provided that when goods are shipped in boats for delivery alongside the said third copy, belonging to the ship's agent, shall be handed to the boatman from whom it should be obtained by the ship's officers.

It appeared to the Committee that the preparation of ink copies of the certificates of measurement from the originals which were written in indelible pencil, was an unnecessary duplication of work in addition to increasing the risk of errors. The Committee consequently decided, after consulting the Shipping and Export Sub-Committee, to discontinue the issue of such ink copies and to give shippers in lieu thereof an extra carbon copy. The new procedure came into force from the 1st June 1930.

Rule 24 now reads as follows :—

(24) Every Measurer shall receive a book of Measurement Slips together with indelible pencil and carbon paper for making such slips in quadruplicate. The Measurer will hand to the shippers at the time of measurement the original and third carbon copies ; the first carbon copy will be handed to the ship agent's representative on demand and the second carbon copy will be retained for the Chamber's records.

Provided that when goods are shipped in boats for delivery alongside the said first carbon copy, belonging to the ship's agent, shall be handed to the boatman from whom it should be obtained by the ship's officers.

TONNAGE SCALE.

RANCID CASHEW KERNELS.

A request was received in December 1929 from a member that a scale for tonnage might be fixed for rancid cashew kernels. It was suggested that in accordance with a test made in Mangalore the scale might be fixed at 13 cwt. to the ton.

Only a very small quantity of rancid cashew is exported from Bombay, and it was impossible therefore to test the article for inclusion in the Chamber's tonnage schedule. In replying to the member to this effect the Committee stated that in their opinion 13 cwt. to the steamer ton would be a fair scale at which the article should be carried. It was pointed out that this scale applied only to *rancid or broken cashew kernels in bags.*

THE HON'BLE SIR ARTHUR FROOM.

On the eve of his departure from India in April 1930 after 35 years' service in the country, the Committee placed on record their keen appreciation of the exceptional services rendered to Commerce in general and the Chamber in particular by the Hon'ble Sir Arthur Froom as a past President and Member of the Committee of the Chamber, as a representative of the Chamber on a number of public bodies and, for the past ten years, in the Council of State. In recognition

of these services the Committee elected Sir Arthur Froom an Honorary Member of the Chamber under the provisions of Article 27 of the Chamber's Articles of Association. The members of the Chamber gave a farewell dinner in Sir Arthur's honour at the Willingdon Sports Club on the 3rd April 1930.

ATTEMPT ON THE LIFE OF H. E. THE VICEROY.

The following telegram was despatched to the Military Secretary to H. E. The Viceroy on the 24th December 1929 :—

"Please convey following to His Excellency—the President and Committee of the Bombay Chamber of Commerce wish to convey to Your Excellency and Lady Irwin their indignation at the dastardly attempt made on your lives yesterday and to express their relief; and ask you and your staff to accept their congratulations at your providential escape."

TWELFTH CONGRESS OF CHAMBERS OF COMMERCE OF THE BRITISH EMPIRE.

(*See Report* 1929, *Vol. I, page* 9.)

It was mentioned in the Chamber's report for 1929, that the Twelfth Congress of Chambers of Commerce of the British Empire would be held in London in the last week of May 1930. The Congress was opened at the Guildhall, London, on the 26th May 1930, by H. R. H. The Prince of Wales. The Committee nominated Sir Malcolm Hogg and Mr. E. Miller to represent the Chamber at the Congress.

FEDERATION OF CHAMBERS OF COMMERCE OF THE BRITISH EMPIRE.

Membership of the Associated Chambers of Commerce of India and Ceylon.

The Associated Chambers of Commerce of India and Ceylon in August 1930 asked for the views of this Chamber

on a suggestion that the Association should become a member of the Federation of Chambers of Commerce of the British Empire and also nominate a Vice-President of the Federation who would be ex-officio a member of the Executive Committee.

The Committee in reply stated that they were of opinion that the Association should become a member of the Federation and that the President of the Association should be nominated as a Vice-President of the Federation.

INDIAN LEGISLATIVE ASSEMBLY.

Representative of the Associated Chambers of Commerce of India and Ceylon.

(*See Report* 1929, *Vol. I, page* 14.)

Mr. G. L. Winterbotham having resigned his seat in the Legislative Assembly in January 1930, Mr. G. W. Chambers, on the recommendation of the Associated Chambers, was nominated by His Excellency the Governor-General to fill the vacancy.

Later Mr. Chambers resigned his seat and Mr. L. V. Heathcote, on the recommendation of the Associated Chambers, was nominated by His Excellency the Governor-General to take his place.

ASSOCIATED CHAMBERS OF COMMERCE OF INDIA AND CEYLON.

Annual General Meeting, 1930.

The annual general meeting of the Associated Chambers of Commerce of India and Ceylon was held at Calcutta on

the 15th and 16th December 1930. The proceedings were opened by His Excellency the Viceroy, Lord Irwin. This Chamber was represented by the President Mr. J. R. Abercrombie, M.C., M.L.C., and the Vice-President Mr. L. A. Halsall.

The following is a list of the subjects in connection with which resolutions were adopted unanimously by the meeting :—

1. Indian Railways Act, 1890.
2. Railways and Road Development.
3. Railway Finance.
4. Provision of Air Ports.
5. Air Mail Postal Regulations.
6. The outrages in Bengal—Police protection.
7. The jute growing districts of Bengal—Police protection.
8. Indian Income-tax (Provident Funds Relief) Act, 1929.
9. Uniformity in the taxation of foreign liquor in India.
10. Amendment of Section 55 of the Presidency Towns Insolvency Act.
11. Delays in the disposal of civil suits and appeals.
12. Trunk telephone facilities.
13. Road graders.

The following resolution was carried *nem con* :—

14. Railway freight rates.

The following resolution was *carried* by a majority :—

15. Indian Stores Department ; Results of tenders.

The following resolution was *withdrawn* after discussion :—

16. The Indian Lighthouses Act, 1927.

Of the above, the following resolutions, all of which were adopted unanimously, were moved by this Chamber; Nos. 4, 8 and 12.

The texts of these resolutions will be found under their respective headings in the body of this Report.

ADVISORY BOARD FOR THE FOREST RESEARCH INSTITUTE, DEHRA DUN.

Representative of Associated Chambers.

The Associated Chambers of Commerce of India and Ceylon in April 1930 forwarded to the Chamber a copy of a letter that had been received from the Government of India enquiring whether the Association would, in the event of an Advisory Board being set up for the Forest Research Institute, Dehra Dun, be prepared to nominate a representative to serve on it. The Committee appointed by the Government of India in 1929 to enquire into the working of the Institute had recommended the creation of such a Board and had suggested that it might be composed of the following members :—

The Secretary to the Department of Education, Health and Lands.

The Inspector-General of Forests or the President of the Forest Research Institute;

Two Conservators from Governor's Provinces;

A representative of the Railway Board;

A scientist nominated by the Government of India;

A member of the Indian Associated Chambers of Commerce;

A member of the European Associated Chambers of Commerce.

It was also suggested that the Ministers of Forests in provinces where forests were transferred might also be invited to join the Board.

The Associated Chambers stated that the President would be glad to receive nominations for the seat which it was proposed to reserve for the Association on the Advisory Board.

The Committee in reply stated that in their opinion the most suitable person to represent the Associated Chambers on the proposed Advisory Board, if set up, would be a senior member of one of the large timber firms in Rangoon who had a more intimate knowledge of both the forestry and commercial sides of forest affairs than members of commercial firms in other provinces. The Committee suggested therefore that the Burma Chamber might be asked to make the necessary nomination.

The Committee were informed later that after consulting constituent Chambers the Associated Chambers nominated Dr. E. Spencer, Officer in charge of the Research Institute of Messrs. Bird & Co. as the Association's representative.

CURRENCY NOTE REFUND RULES.

(*See Reports*, 1925, *Vol. I*, *page* 29 ; 1926, *Vol. I*, *page* 43 ; 1927, *Vol. I*, *page* 20.)

The Associated Chambers of Commerce in September 1930, forwarded to this Chamber a copy of a letter that had been received from the Punjab Chamber drawing attention to the hardship caused by the existing rules under which it was difficult and in some cases impossible to obtain from Government a refund of the value of a currency note in a case where half the note had been lost or stolen.

After consulting the Finance Sub-Committee, the Committee, in replying to the Associated Chambers, stated that

while they fully appreciated the reasons which led Government to make the existing rules, they were emphatically of opinion that it would be in the best interests of Government, as well as of the public, if the rules were reframed so as to avoid, even at some expense, undue hardship and unnecessary anti-Government feeling.

The Committee pointed out that the procedure that was followed formerly of paying mismatched notes of Rs. 5 and Rs. 10 after a lapse of a few years had been cancelled and mismatched notes of these denominations were at the moment forfeited absolutely. The Committee had reason to believe that these forfeitures had created an exceedingly bad impression in the minds of many ordinarily well-disposed Indians. They also pointed out that when such notes were forfeited the loss generally fell on a subordinate cashier, mehtaji, railway clerk or other person who could ill-afford to lose even a small sum.

INDIAN BANKING ENQUIRY.

(See Report, 1929, Vol. I, page 60 ; Vol. II, pages 1 & 22.)

The text of the replies submitted by the Chamber to the questionnaire issued by the Indian Central Banking Enquiry Committee were printed in full in Volume II of the Chamber's Report for 1929.

The President, Mr. J. R. Abercrombie, M.C., M.L.C., Sir Leslie Hudson, M.L.C., and Mr. A.R. Ingram appeared before the Central Banking Enquiry Committee at Poona on the 16th August 1930 and tendered oral evidence on behalf of the Chamber.

FINANCE BILL, 1930.

The Indian Finance Bill 1930 was introduced in the Legislative Assembly on the 28th February 1930. In the statement of objects and reasons attached to the Bill it was mentioned that its object was to continue certain provisions of the Indian Finance Act, 1929 which would otherwise cease to have effect from the 1st April 1930; to levy an import duty on silver subject to a full drawback; to raise the import duties on sugar and cotton-piecegoods; to raise the export duty and reduce the import duty on kerosene; to reduce the export duty on rice; to increase the rates on income-tax and super-tax in certain grades; and to enable Reparation receipts to be appropriated to revenue. The new measures were explained at length in the Finance Member's Budget speech. The following is a brief explanation of the individual provisions.

Clauses 3 and 5 provided for the continuance, for a further period of one year, of the rates of salt duty and postage prescribed by the Indian Finance Act, 1925, while clause 8 provided for the credit to revenue, till the 31st March 1931, of interest on securities forming part of the Paper Currency Reserve.

Clause 4 provided for the following alterations in the Customs tariff:—

(*i*) Levy of an import duty of 4 annas an ounce on silver bullion and coin as specified in Schedule I, with a full drawback in the case of re-exports, which was provided by clause 2. This was expected to yield Rs. 1 crore in 1930-31.

(*ii*) Increase of the import duty on all kinds of sugar and sugar candy but not molasses, by Re. 1-8-0 per cwt. In

the case of sugar below 8 Dutch standard and sugar candy, this meant the levy of a composite duty of 25 per cent. *ad valorem* plus Re. 1-8-0 per cwt. This was calculated to yield Rs. 1,80 lakhs in 1930-31.

(*iii*) Increase in the import duty on cotton piecegoods from 11 per cent. to 15 per cent. *ad valorem*, which was expected to bring in Rs. 1,25 lakhs next year.

(*iv*) Reduction in the import duty on kerosene from 2½ annas to 2¼ annas a gallon. This was coupled with the increase in the corresponding excise duty from 1 anna to 1½ annas a gallon which was provided for in clause 7. While the latter measure would yield an additional 50 lakhs the former would cost Rs. 15 lakhs in 1930-31, but would help generally to keep down the price.

(*v*) Reduction in the export duty on rice from 3 annas to 2¼ annas a maund which would cost Rs. 30 lakhs to Government next year but was designed to remove the disparity which existed between the Indian export duty and that imposed by Siam.

Clause 6 provided for the continuance for another year of the rates of income-tax and super-tax prescribed by the Indian Finance Act, 1929, with an increase of a pie in the rupee in rates of—

(*i*) income-tax on incomes of Rs. 15,000 and upwards and

(*ii*) super-tax with the exception of companies' super-tax.

This addition was expected to yield a revenue of Rs. 70 lakhs in 1930-31.

Clause 9 sought to repeal section 7 of the Indian Finance Act, 1926, which required that Reparation receipts subject to certain reductions should be appropriated for the reduction or avoidance of public debt. The repeal would release the receipts for revenue purposes. The amount which would be so released in 1930-31 would be Rs. 32 lakhs.

The Committee of the Chamber generally approved of the 4 per cent. increase of duty on all imported piecegoods as being justified on revenue grounds and whole-heartedly supported the proposals for protective duties as giving the local industry the necessary time to reorganize and restore itself to a position in which it could efficiently meet external competition. The Committee also generally favoured the new taxation proposals, particularly from the point of view of providing new sources of income for the provinces in future.

NEGOTIABLE INSTRUMENTS.

Proposed consolidation of the Law.

(*See Report*, 1929, *Vol. I, page* 42.)

In the Chamber's Report for 1929, it was mentioned that the following resolution was adopted unanimously at the annual general meeting of the Associated Chambers of Commerce of India and Ceylon held in Bombay on the 16th and 17th December 1929 :—

"This Association invites a reference to the recommendation of the Statute Law Revision Committee that the law relating to negotiable instruments in India should be consolidated on the general lines of the English Bills of Exchange Act, 1888; and the Association urges that the necessary action should be taken to carry out the recommendation."

A copy of the resolution as well as the report of the discussion that preceded its adoption was submitted to the Government of India who in replying to the Associated Chambers stated that they understood that the Statute Law Revision Committee had postponed work on the consolidation of the Negotiable Instruments Act, 1881, pending the disposal of certain Bills to amend that Act. It was added that the Government of India were not in a position to proceed with the most important of those Bills until the report of the Banking Enquiry Committee was received, and they agreed with what they understood to be the view of the Statute Law Revision Committee, namely, that no useful purpose would be served by embarking on the consolidation of the Act in advance of a decision regarding the amendments of substance to be made in that Act.

ENDORSEMENTS ON DEMAND DRAFTS BY BANKS.

(*See Reports*, 1926, *Vol. I, page* 107; 1928, *Vol. I, page* 30; 1929, *Vol. I, page* 30.)

It was mentioned in the Chamber's Report for 1929 that a Bill was introduced in the Legislative Assembly on the 2nd September 1929 the object of which was to amend the Negotiable Instruments Act, 1881, so as to make it clear that the Act afforded protection to bankers in India against forged or unauthorized endorsements on demand drafts drawn by one branch of a bank upon another branch of the same bank. It was stated that a doubt had been expressed in authoritative quarters as to whether the Indian law, as it stood at the moment, extended the same protection to banks in India as the English law did to banks in England; and, consequently, legislation was considered to be expedient in order that the position might be established beyond all doubt.

This question was the subject of a resolution at the annual meeting of the Associated Chambers of Commerce of India and Ceylon in December 1926 and of a representation to the Government of India in September 1928 (see Chamber's Report for 1928).

The Bill was referred to a Select Committee and was passed by both Houses in July 1930. (*Volume* II.)

DRAFT INDIAN PARTNERSHIP BILL.

The Government of Bombay in March 1930 forwarded to the Chamber for opinion a copy of a draft Bill to define and amend the law relating to partnership. In a covering letter that had been received from the Government of India the latter stated that the Bill was a preliminary draft which would be laid before a special Committee of eminent lawyers which would begin its sittings in Simla about the end of April. It was added that the Bill as settled by the Committee would be circulated in due course and that therefore a detailed expression of opinion on the provisions of the drafts was not needed but, for the guidance of the Committee, only a broad criticism of the lines on which it was drawn.

The proposals contained in the Bill may be summarised as follows :—

(1) Registration is not compulsory.

(2) A firm may register by sending certain particulars to the Registrar.

(3) Alteration in the constitution of a firm may similarly be registered.

(4) A firm or any partner in a firm cannot by the aid of a Court of Law enforce a contract or claim damages arising out of the breach of any contract which it may have entered into, until the firm has been registered.

(5) A partner who is not registered cannot enforce his rights under the partnership agreement against his other partners; all he can do is to sue for a dissolution.

After consulting the Chamber's solicitors the Committee in replying to the Government of Bombay stated that the Chamber had for many years past been in favour of registration of partnerships. The main objection to registration had been that to make the registration of Hindu undivided families compulsory would be bitterly opposed. The Bill made no reference to Hindu undivided families and it was, the Committee thought, correct that a Hindu undivided family need not register under the Act because a Hindu family was not a firm. A firm was established by mutual agreement and was not created by birth. Where a Hindu family or members of a Hindu family became partners in a firm the firm must register if it wished to file a suit.

The Committee stated that the opinion of the Chamber remained in favour of registration, for they felt that compulsory registration of partnerships was a step which would be of advantage to parties who desired to do business with firms of whose constitution they knew nothing. The Committee did not think the Bill as drafted would be of the slightest assistance towards that object and, frankly, they were of the opinion that the provisions of the Bill were so framed as to be useless for practical purposes.

From a study of the papers it appeared to the Committee that there was no obligation on a firm to register until it

desired to take legal proceedings; then it had to register. Once it had registered and succeeded in enforcing in the Courts the contract which it desired to enforce, it might dissolve and a fresh firm could be formed and carry on business without the formality of registration until that firm in its turn had to seek the protection of the Court. To confine the obligation to register to this extent seemed to the Committee to reduce the advantages third parties would gain by registration to a minimum, since no information worth anything would be obtainable from the records of the Registrar.

If Government did not desire to make registration compulsory the Committee suggested that provision should at least be made for registration to be obligatory before the contract, in respect of which a firm desired to sue, was entered into. The Committee felt that if the Bill provided that a firm could not enforce a contract entered into when it was unregistered the firm would have the choice between registration or taking the risk of not being able to enforce that contract. Firms would, if the Bill were thus extended, find it almost necessary to register.

The Committee submitted some remarks on the chapters in the Bill dealing with the legal notion of a firm and changes in a firm and on certain other sections of the Bill. The Committee added that there were a number of small points which it might be possible to criticise but, as most of them would no doubt disappear before the Bill was again circulated they had not gone in for minute criticism. What they desired to emphasize was the fact that, in their opinion, if the Bill was to be of service, registration must be compulsory or, at any rate, an element of compulsion must be introduced. (*Volume* II.)

INCOME-TAX ON CONTRIBUTIONS TO PRIVATE PROVIDENT FUNDS.

(*See Reports*, 1915, *pp.* 46, 264; 1920, *Vol. I, page* 11; 1921, *Vol. I, page* 29; 1923, *Vol. I, page* 13; 1926, *Vol. I, page* 138; 1927, *Vol. I, page* 50; 1928, *Vol. I, page* 58; 1929, *Vol. I, page* 15.)

It was mentioned in the Chamber's Report for 1929 that the drafts of the rules that the Government of India proposed to issue under the provisions of the Indian Income-tax Act, 1922, as amended, in regard to private provident funds, were under the consideration of the Committee.

The draft rules were carefully considered by the Committee in consultation with the Income-tax Sub-Committee, and in addressing the Government of India on the subject they submitted the following comments :—

Rule 6 of the proposed Indian Income-tax (Provident Fund Relief) rules reads as follows :—

"6. In respect of withdrawals which are repaid in not more than 12 monthly instalments, an additional instalment of 4 per cent. of the amount withdrawn shall be paid on account of interest; and in respect of withdrawals which are repaid in more than 12 monthly instalments two such instalments of 4 per cent. of the amount withdrawn shall be paid on account of interest:

Provided, however, that at the discretion of the Trustees of the Fund, interest may be recovered on the amount withdrawn or the balance thereof outstanding from time to time at 1 per cent. above the rate which is payable for the time being on the balance in the fund at the credit of the member."

It appeared to the Committee that the additional instalment of 4 per cent. of the amount withdrawn laid down in this rule was rather a heavy rate of interest to charge. The

alternative permitted by the rules was not always applicable in cases where the interest allowed on the balance in the fund at the credit of a member was the actual interest that accrued on the investments; the rate in such cases was not always ascertainable at the time the loan was granted.

The Committee observed that the notifications did not prescribe a maximum rate of interest to be fixed under section 58 F (2) of the Act, but they presumed it was the intention of the Government of India to issue a separate notification in this connection. (The Government of India subsequently issued a notification fixing this maximum rate at six per cent per annum).

The Indian income-tax (Provident Funds Relief) Act, 1929, came into force on the 15th March. In cases where applications for recognition of existing Provident Funds were submitted to the Commissioner of Income-tax before the 31st March (afterwards extended to 31st May 1930) the orders according recognition took effect from the 31st March 1930. In other cases the order will take effect on the last day of the month in which the order is made, or, at the request of the employer, on the last day of any later month in the same financial year.

A copy of the Indian Income-tax (Provident Funds Relief) Act and the rules thereunder were printed in Volume II of the Chamber's Report for 1929.

The Sub-Committee who examined the Chamber's Provident Fund Rules in order to make them conform to the Act and rules thereunder, in submitting their report to the General Committee pointed out that the Act laid down that two or more trustees must be appointed, and that in view

of the frequently changing personnel of the Committee of the Chamber and the fact that the investments must be in the names of trustees (and not the Imperial Bank who, incidentally, were not empowered to act as trustees) there would be considerable expense and difficulty incurred each time a trustee was changed. The Committee consequently submitted the following resolution on behalf of this Chamber to the annual general meeting of the Associated Chambers of Commerce of India and Ceylon held at Calcutta on the 15th and 16th December 1930 :—

"This Association recommends to Government that the Indian Income-tax (Provident Funds Relief) Act, 1929, should be amended to allow funds to be vested in the Official Trustee as Sole Trustee".

The Resolution was passed unanimously.

REPRESENTATION OF ASSESSEES IN INCOME-TAX PROCEEDINGS.

(*See Report*, 1929, *Vol. I*, *page* 27.)

In the Chamber's Report for 1929 it was mentioned that the Chamber had given its support to the Bill to amend the Indian Income-tax Act that was introduced in the Legislative Assembly on 2nd September 1929. Exception was, however, taken to Clause 11 which prohibited the appearance in income-tax proceedings of certain persons who called themselves Income-tax experts. A resolution on the subject was also moved on behalf of the Chamber and adopted at the annual meeting of the Associated Chambers of Commerce of India and Ceylon in December 1929.

The Bill was referred to a Select Committee who in submitting their report stated that the proposed restrictions went too far and public opinion on the whole was strongly

against them. They added that they were agreed that some system of control, as by the licensing or registration of Income-tax Agents, was desirable, but they did not feel that they were in a position to formulate any definite scheme which would be certain to command general acceptance. In these circumstances, they considered that even if they could settle on a definite proposal, it was necessary for it to be circulated for opinion. They therefore recommended that the various suggestions that had been made should be further considered by Government and that definite proposals should be formulated thereon and circulated for opinion before legislation was undertaken on this important subject. Accordingly they deleted clause 11.

The Government of Bombay in May 1930 forwarded to the Chamber a copy of a letter they had received from the Government of India in regard to a tentative draft of a clause (No. 61-A) that they proposed should be inserted in the Indian Income Tax Act under which the Commissioner would maintain a register of Income-tax Agents who possessed certain prescribed qualifications and who would be authorized to appear on behalf of assessees in connection with Income-tax proceedings. Under the draft rules it was proposed that the following persons should be eligible for registration :—

(*a*) Any person who satisfied the Commissioner of Income-tax that he was regularly appearing to represent assessees in Income-tax offices before January 1st, 1930.

(*b*) Graduates of any University in India or in the United Kingdom.

The Chamber's views were asked on the question.

The Committee in consultation with the Income-tax Sub-Committee of the Chamber examined the proposal and

in replying to the Government of Bombay pointed out that it was not understood how the proposed draft Section 61A could serve any useful purpose following Section 61 of the Act as it stood at the moment. Section 61 reads as follows:—"Any assessee, who is entitled or required to attend before any Income-tax authority in connection with any proceedings, under this Act, may attend either in person or by any person authorized by him in writing in this behalf." Presumably the intention of the Government of India was to qualify Section 61 by limiting the persons who might be appointed as agents of an assessee at any income-tax proceedings to those on the proposed register under Section 61A, but there was no provision to this effect in the Government of India draft.

The Committee had no criticisms to make of the proposed draft Section 61A but the second paragraph of the draft Rules for the control of the Income-tax Agents under the proposed section seemed to them to fall so far short of what was called for in the matter of "prescribed qualifications" by sub-section (2) of the proposed Section 61A as to make it appear that either the Government of India had left the list purposely incomplete in order to invite criticism or that the task of laying down prescribed qualifications was so difficult that the subject had better be tackled from the other end, viz., by leaving Section 61 as it stood and tightening up the penalties under the Act so as to enable Commissioners of Income-tax to deal summarily with cases where the agents of assessees had been guilty of improper conduct.

On the assumption that the Government of India had already examined the second alternative and turned it down, the Committee pointed out that under Rule 2 the following would all be excluded from appearing as agents of an assessee

in income-tax proceedings unless they could satisfy the Commissioner of Income-tax that they had been regularly so appearing before the 1st of January 1930 :—

(*a*) All Accountants who were not graduates of a University in India or the United Kingdom ;

(*b*) All Advocates, whether barristers or pleaders, and all Solicitors who were not graduates of a University in India or the United Kingdom ;

(*c*) Accountants or other employees of firms and companies other than those entitled to appear for companies in accordance with the definition of " officer " in the Indian Companies Act.

The Committee considered it essential that if the proposed Section 61A was proceeded with provision should be made under the rules to entitle all the above to be placed automatically on the register to be maintained by the Commissioner thereunder, if they so desired. They accordingly suggested that provision should be made for the following classes under paragraph 2 of the proposed rule in addition to class (a) mentioned therein.

(1) Any Advocate ;

(2) Any practising Solictor ;

(3) Any person qualified under sub-section 1 of Section 144 of the Indian Companies Act of 1913, to be appointed or to act as an auditor of companies other than private companies ;

(4) An employee regularly employed in the service of any assessee on behalf of such assessee.

In conclusion the Committee stated that if these suggestions were accepted Government's proposed class (*b*) should clearly be omitted as, if a graduate was qualified to appear, his qualifications would be covered by one of the four classes suggested above.

INDIAN INCOME-TAX (AMENDMENT) BILL.

Boards of Referees.

(*See Reports*, 1923, *Vol. I, page* 96 ; 1924, *Vol. I, page* 84 ; 1927, *Vol. I, page* 34 ; 1929, *Vol. I, page* 28.)

A reference was made in the Chamber's Report for 1929 to a Bill further to amend the Indian Income-tax Act, 1922, the object of which was primarily the prevention of the evasion of the payment of income-tax by the formation of bogus firms and companies. The Bill was referred to a Select Committee in February 1928 who submitted their report in February 1929. The Select Committee made considerable alterations in the Bill, a copy of which as amended was forwarded to the Chamber by the Government of Bombay for opinion. Subject to certain reservations the Committee agreed that the Bill was free from substantial objection.

The Bill, together with the opinions received thereon, was referred to a second Select Committee on the 9th September 1929. This Select Committee also made several amendments to the Bill but neither of the points mentioned by the Chamber in its letter of 9th May 1929, a précis of which was given in the Chamber's Report for 1929, was directly met. The Committee, however, felt that no useful purpose would be served by stressing these points further. On the whole the Bill appeared to them fair and unlikely to work any particular hardship. The Bill was passed by the Legislative Assembly on the 6th February 1930 and came into force on the 1st April 1930.

The Government of India in June 1930 invited the attention of the Associated Chambers of Commerce of India and Ceylon to sub-section 6 of section 33A of the Indian

Income-tax Act, 1922, inserted by the Indian Income-tax (Amendment) Act, 1930 referred to above regarding the formation of Boards of Referees to hear appeals preferred by persons aggrieved by the orders of the Income-tax Officers under sub-section (1) or sub-section (2) of section 23A of the said Act.

Sub-section 6 referred to above reads as follows :—

(1) A Board of Referees shall consist of not less than three and not more than five persons, of whom not less than one-half shall be non-officials having business experience and one shall be a judicial officer not inferior in rank to a Subordinate Judge of a Small Cause Court who has held judicial office for a period of not less than ten years.

The Government of India requested the Associated Chambers to arrange for 5 non-officials having business experience to be nominated from each major province to serve on the Board of Referees. They intimated that a similar request had been made to the Federation of Indian Chambers.

The Associated Chambers subsequently asked this Chamber to submit nominations for the panel in the Bombay Presidency. The Committee submitted the following names:— Sir Hugh Cocke, Sir Joseph Kay, Mr. E. J. Bunbury, Mr. L. A. Halsall and Mr. G. L. Winterbotham.

At a later date, the Associated Chambers asked this Chamber to nominate another gentleman to serve on the panel as the Government of India were of opinion that five non-officials for each major province would not be sufficient and that six should be nominated.

The Committee accordingly submitted the name of Mr. Albert Raymond.

INCOME-TAX ON SUMS EXPENDED AS COMMISSION AND BONUS TO EMPLOYEES.

(*See Report*, 1929, *Vol. I*, *page* 30.)

In the Chamber's report for 1929, a reference was made to the following resolution that was adopted at the annual general meeting of the Associated Chambers of Commerce of India and Ceylon held in Bombay on the 16th and 17th December 1929 :—

"That this Association protests against the recent decision of Government to disallow as a business expense, in computing profits for Income-tax purposes, any sums paid by an employer to an employee as bonus or commission on profits unless such payments are obligatory by virtue of the terms of contract or agreement between employer and employee."

On the 18th February 1930 a Bill was introduced in the Legislative Assembly for the purpose of amending the Indian Income-tax Act, 1922. In the statement of objects and reasons attached to the Bill it was mentioned that it had been held by a High Court that bonus, commission or other remuneration paid by an employer to an employee could not be treated as business expense and deducted from the employer's income in assessing it to income-tax if the amount of such bonus was dependent on the amount of the profits. At the same time such payments were assessable to income-tax in the hands of the recipients. They are thus liable to double taxation.

Under section 60 the Government of India had therefore exempted such payments from income-tax in the hands of the employee where they could not legally be deducted in assessing the income of the employer, subject to certain conditions.

It had been pointed out, however, that apart from technicalities such payments, if they represented genuine remuneration of an employee for services rendered, were rightly to be regarded as business expenses, and that the refusal to allow their deduction as such might cause hardship.

It was therefore proposed to amend the law so as to permit the deduction of such payments from the employer's income as a business expense. The Bill provided for this amendment with the safeguards necessary to obviate any abuse.

The Bill was passed by the Legislative Assembly on the 18th February 1930 and by the Council of State on the 19th March 1930.

BANKRUPTCY LAW IN THE EMPIRE.

The Associated Chambers of Commerce of India and Ceylon in January 1930 forwarded to the Chamber a copy of a letter that had been received from the Federation of Chambers of Commerce of the British Empire in which the latter stated that their Executive Committee had appointed a Special Committee to investigate the present position of bankruptcy law in the various units of the Empire and to indicate the directions in which amendment was desirable. They stated that a report on this subject, treated throughout from the business point of view, would unquestionably be useful to members of the business community who would be enabled to ascertain with a minimum of time and trouble what their position would be in the event of customers in any part of the Empire defaulting. For the purpose of their inquiry in regard to India they submitted a questionnaire to which they requested replies.

The questionnaire was referred by the Associated Chambers to the solicitors of the Bengal Chamber of Commerce and a copy of their replies was forwarded to this Chamber for the purpose of suggesting any adjustments that might be required to meet the position in accordance with the conditions applicable to this area. The Committee replied that they had nothing to add to the answers furnished by the Bengal Chamber's solicitors which appeared to cover the questions put very satisfactorily. (*Volume* II.)

INSOLVENCY LEGISLATION IN INDIA.

(*See Reports*, 1914, *page* 49; 1918, *page* 13; 1919, *page* 34; 1927, *Vol. I, page* 70; 1928, *Vol. I, page* 83; 1929, *Vol. I, page* 52.)

A Bill was introduced in the Legislative Assembly on the 18th February 1930 and passed by that body on the 27th idem, the object of which was to amend the law relating to insolvency. The following notes on clauses which were appended to the Bill gave the reasons for the several amendments :—

Clauses 2, 4 *and* 5.—There is no specific provision in the Presidency Towns Insolvency Act, 1909, for the appointment of a deputy official assignee who could discharge all the duties and exercise all the functions of the official assignee. The insolvency work of the High Court has increased since 1909 and the necessity of affording relief to the official assignees has been felt. It is therefore proposed to give power to the Chief Justices of the High Courts to appoint one or more deputy official assignees with the necessary powers.

Clause 3.—It has been held by some of the High Courts that Section 18 (1) of the Presidency Towns Insolvency Act does not empower a Judge of the High Court sitting in insolvency to stay proceedings pending in respect of the same debtor in a Court subject

to the superintendence of the High Court under the Provincial Insolvency Act. The need for such power has been felt, particularly in Calcutta where a common practice prevails whereby debtors, who have carried on business in Calcutta, retire to some part of the Province sufficiently remote and get an accommodation creditor to present a petition in insolvency against them in a District Court. This is done with the object of discouraging Calcutta creditors from prosecuting their claims or securing a searching investigation of the debtor's conduct and affairs. The clause gives power to the Judge of a High Court sitting in insolvency to stay or annul insolvency proceedings pending under the Provincial Insolvency Act in any Court subject to its superintendence in respect of the same debtor. It also empowers him to give necessary directions for the administration of the debtor's estate in the High Court.

Clause 6.—Section 33 of the Provincial Insolvency Act has given rise to conflicting judicial decisions as to whether the *terminus a quo* for the calculation of the period of two years referred to therein should be the date of the order of adjudication or the date of the presentation of the insolvency petition. The view that the *terminus a quo* should be the date of the presentation of the petition is in pursuance of the policy underlying the Act and the contrary view leads to an abuse of the provision by dishonest and litigious debtors. The clause gives effect to the former view.

As is stated in the above notes, section 33 of the Provincial Insolvency Act, V of 1920, was so amended that the *terminus a quo* for the calculation of the period of two years referred to in the section should be the date of the presentation of the petition.

In addressing the Government of India in March 1929 the Associated Chambers of Commerce of India and Ceylon suggested a similar amendment to section 55 of the Presidency Towns Insolvency Act, III of 1909. The Government of India in reply informed the Associated Chambers that the question of amending this section was already engaging their

attention and they proposed to undertake legislation when a convenient opportunity arose. In drawing the attention of the Associated Chambers to these facts the Committee said it appeared to them to be desirable that the law should be made uniform throughout India in this respect as soon as possible and they suggested that the Association might remind the Government of India of their proposal to amend section 55 of the Presidency Towns Insolvency Act.

The Chamber was subsequently informed that the Association addressed the Government of India in that sense.

The Government of India in replying to the Associated Chambers stated that the question of amending section 55 of the Presidency Towns Insolvency Act, 1909 (III of 1909), so as to bring it into line with the amendment recently made by Act X of 1930 in section 53 of the Provincial Insolvency Act, 1920, had been considered by the Government of India. They were of opinion that in view of the provisions of section 51 of Act III of 1909 which dealt with the doctrine of "relation back" and was based on the English law, no amendment of section 55 was necessary. Moreover, it had not so far given rise to any difficulty of interpretation and appeared to operate as desired. In these circumstances the Government of India did not propose to proceed with an amendment of the section.

In again addressing the Associated Chambers on the question, the Committee stated that they did not agree with the views expressed by the Government of India for the following reasons.

The Committee observed that the three relevant sections of the two Acts, viz., Sections 28 (7), 53 and 54 (1) of the Provincial Insolvency Act and sections 51, 55 and 56 (1)

of the Presidency Towns Insolvency Act were practically identical and it seemed to the Committee that any doubt which might have been expressed by the Courts regarding the construction of section 53 of the Provincial Insolvency Act, might as well, if occasion arose, be expressed regarding section 55 of the Presidency Towns Insolvency Act, though the Committee had not been able to find any reported case on the Act in question.

In the case of Nagindas *vs.* Gordhandas reported in 49 Bombay 730, the head-note read as follows :—

"The doctrine of 'relation back' to which effect is given by section 28 (7) of the Provincial Insolvency Act, cannot be imported into section 53 of the Act, so as to make it appear that the point of time from which the two years are to be calculated is the date of the presentation of the petition and not the date when the transferor is adjudged insolvent. If it had been intended that a voluntary transfer should be voidable if made within two years from the date of the presentation of the petition on which the adjudication order is made, it would have been as clearly stated in Section 53 as in Section 54 of the Act."

A contrary view was taken in the case of Rakhal *vs.* Sudhindra 1919 46 Cal. 991 and in a case reported in 53 Madras Law Journal A. C. The Lahore High Court agreed with the Bombay High Court.

The wording of the relevant sections in the Provincial Insolvency Act and the Presidency Towns Insolvency Act was almost similar, and the Committee were unable to appreciate why a High Court should hold that the doctrine of "relation back" should apply to Section 55 of the Presidency Towns Insolvency Act and not to Section 53 of the Provincial Insolvency Act.

The Committee adhered to the opinion they had previously expressed that an amendment to Section 55 was

advisable, and they suggested to the Associated Chambers that the Government of India might be addressed again in the matter.

The Associated Chambers accordingly addressed the Government of India who however in reply stated that they had given the matter their full consideration but in view of the fact that there had been continuity of interpretation of section 55 in the sense contemplated by the Association (on the lines of the English Law) they remained clearly of opinion that it was unnecessary, and even inadvisable, to disturb the existing provisions of that section.

At the annual meeting of the Associated Chambers held on the 15th and 16th December 1930, the following resolution was put forward by the Madras Chamber and adopted unanimously :—

"That in order to remove the present uncertainty as to the date from which the two years referred to in Section 55 of the Presidency Towns Insolvency Act are to be calculated and to prevent a conflict of judicial decisions as to its construction this Association urges upon Government the necessity of amending that Section by substituting the words "becomes insolvent" for the words "is adjudged insolvent" or making such other amendment as may effectively clarify the position and bring it into conformity with the English law on the subject.

INDIAN COMPANIES (AMENDMENT) ACT, 1930.

AUDITORS' CERTIFICATES.

(*See Reports*, 1926, *Vol. I*, *page* 163 ; 1928, *Vol. I*, *page* 69.)

A Bill was introduced in the Legislative Assembly on the 12th February 1930 which had for its object the amendment of the Indian Companies Act, 1913. In the statement of objects and reasons attached to the Bill it was mentioned

that one of the main objects in passing the Indian Companies Act, 1913, was to ensure that the accounts of companies were properly audited, and section 144 of the Act dealt with the appointment and qualification of auditors. Under sub-sections (1) and (2) of this section, the Local Government was the statutory authority for the grant of certificates to persons entitling them to act as auditors of public companies and to make rules providing for the grant of such certificates. The proviso to sub-section (1) also empowered the Governor-General in Council to declare that the members of specified institutions or associations should be entitled to be appointed and to act as auditors of companies throughout British India. It was stated that the existing arrangements were not intended to be more than temporary and transitional. It was doubtful whether the provisions of section 144 of the Indian Companies Act were in consonance with the classification of subjects under the existing constitution, and it was considered to be desirable that definite steps should be taken to prepare a way for advance towards the ideal system of an autonomous association of accountants able to assume complete responsibility for the maintenance of the requisite standard of professional qualification, discipline and conduct of its members. Further, during the last few years a large increase had taken place not only in the number of joint stock companies in India, but also in the range of their activities, which frequently extended beyond the limits of a single province. Not only therefore was a high standard of professional qualification necessary but it was also necessary that this standard should be uniform throughout the country. With these objects in view the Government of India had caused the whole question to be re-examined and had prepared a comprehensive scheme, in consultation with Local Governments and commercial and other bodies interested. This scheme proposed

to transfer the power to grant auditors' certificates and to make rules for the grant of such certificates from the Local Government to the Governor-General in Council, and provided for the appointment of an Indian Accountancy Board, consisting of persons representing the interests principally affected or having special knowledge of accountancy to advise the Governor-General in Council on all matters concerning the grant of auditors' certificates and to assist him in maintaining the standard of qualification and conduct required of auditors. It also provided for the appointment of local accountancy boards at important centres for the purpose of advising the Indian Accountancy Board and the Governor-General in Council on any matters that might be referred to them.

The object of the Bill was to take the necessary power to give effect to this scheme. The more important changes which it was proposed to make in the law were :—

(1) the substitution in section 144 of the Governor-General in Council for the Local Government as the statutory authority for granting auditors' certificates and for making rules for the grant of such certificates ; and

(2) the abolition of the power to allow members of specified societies to act as auditors without certificates.

The Bill was passed by both Houses and received the assent of the Governor-General on the 4th April 1930.

SALE OF PROPERTY UNDER AN EQUITABLE MORTGAGE DECREE.

(*See Report*, 1927, *Vol. I, page* 81.)

In July 1930 a representation was received from a member pointing out that, in cases where a mortgagee advanced

money on the security of a deposit of title-deeds, considerable delay took place where the mortgagee applied to the Court to enforce the security and a sale was ordered, owing to the existing practice as regards the reserve on such a sale. It was pointed out that under existing conditions the reserve fixed by the Commissioner under expert advice was often not realized and as a result a postponement took place and a fresh reserve had to be fixed which involved the mortgagee in considerable delay and expense.

The Committee addressed the Chief Justice in the matter and suggested that before the first auction was advertised in such cases the property should be valued by two valuers independently and that ordinarily the mean between these figures should be taken as a reserve with liberty to the Commissioner to apply to the Judge in any case for directions. If at the first auction the reserve was not reached then the Committee saw no reason why the property should not be put up for auction without reserve, leaving it to the mortgagor to apply to the Court within reasonable time to have the sale set aside on the ground that the price at which the property was sold was too low.

In replying to the Chamber the Prothonotary stated that the Chief Justice was of opinion that the practice followed in the Bombay High Court in respect of sales of equitably mortgaged property did not materially differ from that prevailing in England. After detailing the procedure followed by the Court the Prothonotary stated that His Lordship was satisfied that the existing rules of the Bombay High Court had worked satisfactorily and it would be inexpedient to change them merely because in one or two cases of sales of properties of very exceptional nature, the sales had to be adjourned more than once.

DELAYS IN THE DISPOSAL OF CIVIL SUITS AND APPEALS.

(*See Report*, 1926, *Vol. I, page* 100.)

The following resolution was adopted unanimously at the annual general meeting of the Associated Chambers of Commerce of India and Ceylon held at Calcutta on the 15th and 16th December 1930 :—

"This Association desires to record the opinion that despite the enquiry made by the Civil Justice Committee in 1924 and the recommendations subsequently made as a result thereof, delays in the disposal of civil suits and appeals continue, in many cases, to an inordinate degree.

"The Association accordingly recommends to the Government of India, to the Provincial Governments and to the Honourable Justices of the High Courts of Judicature that further steps be taken to give the fullest effect to the recommendations of the Civil Justice Committee and, when financial conditions permit, to strengthen the judicial establishments maintained in the Provinces so as to permit of the more expeditious disposal of suits and appeals."

INDIAN SALE OF GOODS ACT.

(*See Report*, 1929, *Vol. I, page* 68.)

The Indian Sale of Goods Act, a reference to which was made in the Chamber's Report for 1929, was passed by the Legislative Assembly on the 30th January 1930 and by the Council of State on the 4th March 1930. The Act came into force on the 1st July 1930.

DANGEROUS DRUGS ACT.

A Bill was introduced in the Legislative Assembly on the 4th September 1928, the object of which was to centralise

and vest in the Governor-General in Council the control over certain operations relating to dangerous drugs and to increase and render uniform throughout British India the penalties for offences relating to such operations.

In the statement of objects and reasons attached to the Bill it was mentioned that in view of the obligations undertaken by the Government of India by ratifying the Geneva Dangerous Drugs Convention, 1925, and the existing confusion of the laws governing the traffic in dangerous drugs in British India, it had become necessary to enact a Central Dangerous Drugs Act. The obligations that had been so undertaken by the Central Government were two fold; firstly, in regard to the regulation of international traffic in all the drugs covered by the Convention, and, secondly, in regard to the regulation of the manufacture of, and internal traffic in, certain specified drugs, such as cocaine and morphine.

It was stated that the subject-matter of the Bill was one that, under the Devolution Rules, was partly provincial but the Local Governments had assented to the passing of Central legislation on the subject in view of the special advantages of such legislation in the circumstances. In addition to centralising and vesting in the Governor-General in Council the control of certain operations relating to dangerous drugs, the proposed Bill rendered uniform, and in some cases increased, the penalties for certain offences relating to dangerous drugs.

After circulation the Bill was referred to a Select Committee on the 9th September 1929. It was subsequently passed by the Legislative Assembly and the Council of State and received the assent of the Governor-General on the 1st March 1930.

RELIGIOUS PICTURES TRADE MARKS (PREVENTION) BILL.

(*See Report, 1929, Vol. I, page* 104.)

In the Chamber's Report for 1929, it was mentioned that the Committee had under consideration a Bill, the object of which was to penalize the use of pictures of gods and goddesses, etc., as marks or trade marks on any article imported into or manufactured in India. It was stated that the Committee were opposed to the Bill but decided to await developments before taking action.

In March 1930 the Government of Bombay forwarded a copy of the above-mentioned Bill to the Chamber and asked for the views of the Committee on its provisions.

The Committee again examined the Bill in consultation with the Import Sub-Committee and in replying to the Government of Bombay stated that they were of opinion that the result of the proposed legislation would be most damaging to the trade in piecegoods in particular and every effort should be made to oppose it.

The Committee pointed out that for many years past goods had been imported under tickets representing Indian deities and it had never been suggested, so far as the Committee were aware, that offence was caused thereby to Indian religious sentiment. This could scarcely be the case since it was the Indian dealer who selected his own mark or ticket and there were understood to be cases where Hindu merchants had caused certain tickets dealing with religious subjects to be specially prepared in England for use on Manchester goods.

In years gone by tickets and stamps used on piecegoods and yarn were almost exclusively pictorial representations

of religious persons or incidents. Doubtless it was held that such marks were the best means of attracting buyers whose literate knowledge was largely confined to that sphere. More recently new styles and qualities had been described by marks representing modern life and this the Committee felt would probably be the natural line of development as time went on. Meantime many old styles and qualities had considerable value under the old marks and the proposed legislation would in that respect be confiscatory.

INDIAN STATUTORY COMMISSION AND ROUND TABLE CONFERENCE.

(*See Reports*, 1928, *Vol. I, page* 21 ; 1929, *Vol. I, pages* 72 and 74.)

The report of the Indian Statutory Commission to which references were made in the Chamber's Reports for 1928 and 1929 was published in June 1930. Prior to the publication of the report it was announced in the press that it had been decided, after the reports of the Statutory Commission and the Indian Central Committee had been made, considered and published, but before the stage was reached of the Joint Parliamentary Committee, to set up a conference in which His Majesty's Government would meet representatives of British India and of the Indian States for the purpose of seeking the greatest possible measure of agreement for the final proposals which it would later be the duty of His Majesty's Government to submit to Parliament.

In March 1930 the Associated Chambers of Commerce of India and Ceylon informed this Chamber that it had been

suggested that it would be an advantage if the Associated Chambers had some sort of organization in England which could arrange meetings of representatives for the purpose of discussing any questions that might arise after the issue of the Simon Commission's report. For this purpose it was suggested that a Round Table Conference Home Committee of the Associated Chambers might be chosen from representatives who might happen to be at home during the year and that the East India Section of the London Chamber of Commerce might be approached and requested to give its services in the matter of liaison work, the arrangement of meetings and so on.

This Chamber was requested to give its views on the proposal generally and to submit the names of its representatives who expected to be at home during the year and who would be available to act on the suggested Round Table Conference Committee.

The Committee in replying to the Associated Chambers stated that they were fully in agreement with the proposed formation of a Round Table Conference Home Committee of the Associated Chambers chosen from representatives who might happen to be at home during the year. In this connection the Committee submitted the names of Sir Arthur Froom, Sir Victor Sassoon, Sir Malcolm Hogg, Mr. E. Miller and Mr. E. J. Bunbury.

Later the Associated Chambers in a circular letter pointed out that the question of the representation of the British community at the conference was a matter of paramount importance, and His Excellency the Viceroy had been graciously pleased to welcome a suggestion that the European Association and the Associated Chambers should each submit a panel of six names from which selections might be made.

Although no decision had been reached as to the number or the method of selection of the personnel for the conference in London, the President understood that only two representatives were to be nominated to represent the entire British community in India at the conference, and he felt that the constituent Chambers should press for the nomination of three instead of two, so that Calcutta, Bombay or Madras, and the mofussil might be represented.

Constituent Chambers were consequently requested to submit their nominations for the panel of six names to be submitted by the Association. In submitting such nominations the President expressed the hope that constituent Chambers would leave to him the final selection of the six names to be forwarded by the Association.

The Committee put forward on behalf of this Chamber the names of Mr. C. H. Goodall of the Bombay Company, Limited, and Mr. Leslie Blunt of Messrs. Craigie, Blunt and Caroe.

The Committee agreed that the Associated Chambers should press for the nomination of three delegates to the conference and also agreed to the President making the final selection of the six names to be forwarded by the Association.

The Committee were subsequently informed that the Associated Chambers and the European Association were asked to submit a panel of six names between them instead of six names each as suggested previously.

Eventually the Government of India nominated Sir Hubert Carr, Mr. T. Gavin Jones and Mr. C. E. Wood as the representatives of the European community in India at the Conference.

After the Report of the Indian Statutory Commission was published the Associated Chambers asked constituent Chambers to submit their views on the recommendations of the Commission and it was suggested that the Chambers should collaborate with the branches of the European Association in their respective districts with a view to endeavouring to make European opinion in India on the recommendations as uniform as possible.

The following Sub-Committee was appointed for the purpose of discussing the Report of the Commission and formulating views thereon on behalf of this Chamber :—

Mr. J. R. Abercrombie, Sir Leslie Hudson, Sir Joseph Kay, Sir Hugh Cocke, Mr. A. R. Ingram and Mr. G. L. Winterbotham. The Report of the Sub-Committee was adopted by the General Committee and forwarded to the Associated Chambers. For purposes of record it will be reproduced in Volume II.

The Government of India's despatch on the recommendations of the Indian Statutory Commission was published on the 14th November 1930. The Committee shortly afterwards informally consulted a few prominent members of the Chamber with a view to ascertaining whether this Chamber should take any further action in the matter. The general feeling appeared to be that as the European delegates at the Round Table Conference had before them the views of individual Chambers their hands would not be tied and that they could safely be relied upon to exercise their discretion in interpreting those views and in dealing with any questions that might arise at the Conference. (*Volume* II.)

THE POLITICAL SITUATION AND THE BOYCOTT OF FOREIGN GOODS.

In April 1930 the Bombay Native Piecegoods Merchants' Association forwarded to the Chamber a copy of the following resolution that was adopted at an extraordinary general meeting of that body held on the 26th April 1930 :—

"(1) This meeting strongly protests against the action of the authorities in inflicting rigorous and inhuman sentences upon the Satyagrahi leaders and other volunteers who have been taking part in the present political campaign and congratulates them for their great self-sacrifice in the cause of the motherland.

"(2) It has come to the knowledge of this meeting that the local police have committed cruel assaults on the Satyagrahi volunteers in the city to which it registers its strongest disapproval and begs to invite the attention of the Government to these acts of highhandedness and further urges that it is essential to institute a public enquiry into the conduct of the police and hopes that the Government will for that purpose appoint at the earliest opportunity a Committee with a non-official majority.

"(3) In view of the boycott of foreign goods throughout the country and in view of the prevailing political situation, this meeting is of opinion that a very serious and alarming crisis has arisen for the mercantile community in India and accordingly this meeting desires to warn its members of the critical situation that lies ahead. This meeting also draws the attention of the Secretary of State for India, H. E. the Viceroy, the Trade Commissioner for India, the Member for Commerce and Industry, the Manchester Chamber of Commerce and the Chamber of Commerce, Bombay, to the grave political situation in India, and urges upon them to make use of their power and influence to bring about an acceptance of the national demands and effect an amicable settlement. This meeting hereby warns that in case the political situation is not eased at the earliest moment, a graver situation for the manufacturers and business men is likely to arise, in which case the members of this Association will be most reluctantly compelled to consider the advisability of cancelling all outstanding orders."

In acknowledging receipt of the Association's letter the Committee referred particularly to the third part of the resolution and stated that while they fully sympathised with legitimate Indian aspirations, they felt compelled to give expression to their deep concern that a commercial body of the standing of the Bombay Native Piecegoods Merchants' Association should have thought it advisable to pass a resolution, such as that quoted above, which conveyed a threat that the members of the Association would repudiate their contractual liabilities if the political demands which had been voiced by some parties in this country were not complied with.

The Committee pointed out that such action as was contemplated by the resolution struck at the very foundation of successful commercial dealings, *viz.*, mutual confidence and trust and would, if carried out, have most damaging effects on the credit and reputation of the Indian mercantile community throughout the world.

In conclusion the Committee stated that the members of this Chamber had for many years past had very friendly relations with the members of the Bombay Native Piecegoods Merchants' Association and they would view with extreme regret any action which was likely to sever these relations and lead to litigation.

Later the Associated Chambers of Commerce of India and Ceylon informed this Chamber that they had received a cable from the London Chamber intimating that the London and Manchester Chambers had received from the Delhi Piecegoods Association cables stating that in view of the boycott of foreign piecegoods it was advisable to warn all shippers and manufacturers that any goods shipped would

probably be refused and unsaleable and that no shipments should be made without consultation with buyers. The Associated Chambers added that it had been suggested to them that the London Chamber should be informed that in the best interests of piecegoods importers in India shippers should act with extreme caution having regard to the existing position and should as suggested consult with their buyers before making shipments.

The Committee of this Chamber however were unable to endorse the above views as they looked upon them as a distinct sign of weakness and likely to encourage buyers to think that they could repudiate contracts with impunity; and in sending the Associated Chambers a copy of the letter they had addressed to the Bombay Native Piecegoods Merchants' Association the Committee stated that they held very strong views on the sanctity of contracts and suggested that the President might circulate the correspondence to all constituent Chambers in order to secure their co-operation with a view to defeating what the Committee held to be a very grave menace to legitimate trade.

The Bombay Native Piecegoods Merchants' Association in replying to the Chamber's letter stated that its members had always respected the sanctity of contracts and that they did not intend to violate that sanctity in the future. The Association pointed out, however, that in view of the general situation they considered it advisable for all parties concerned to endeavour to come to some arrangement with buyers by cancelling or suspending contracts from time to time as necessary. The Committee informed the Association in reply that while they were not prepared to consider the question of the cancellation of contracts, they would be glad to discuss with the Committee of the Association any

other proposals which would tend to relieve the existing situation.

The Committee were also in correspondence during the month of May with other commercial bodies in connection with the question of the general effect of the political situation on the trade of Bombay. In regard to the picketing of shops they pointed out that there were signs that some of the dealers were becoming restive under existing conditions and they felt that a protest against picketing from the dealers themselves would carry greater weight than if it came from any European body, as protests from European sources had hitherto merely served to stiffen the opposition and to encourage the extremists to further efforts.

The Committee all along strenuously opposed any action being taken which might tend to increase the tension in the country and possibly to alienate the moderate and conservative element among Indian traders so long as there was any prospect of importing houses and their dealers coming to an amicable settlement of their difficulties.

THE POLITICAL SITUATION IN BOMBAY.

The following letter which was addressed to the President of this Chamber on the 20th June 1930 by the President of the Indian Merchants' Chamber is reprinted here for purposes of record together with a copy of the former's reply :—

DEAR MR. ABERCROMBIE,

It has been suggested to me that I should draw your attention to the unfortunate estrangement of feeling which is increasing in this City in European and Indian commercial circles. The instance of what was called "boycott" of European brokers in the Cotton Trade, as

conceived and started by a few individuals a few days back, is sufficient proof of this estrangement. Although this "boycott" is now at an end, it is conceivable that in the existing political atmosphere any such estrangement of feeling may revive on the slightest excuse. I may tell you that the suspicion of Indians in this City regarding the attitude of Europeans towards their national aspirations was raised by the letter written by the Committee of the Bombay European Association to the local Government early last month. I think it necessary to enquire if you are in a position to give me the main outlines of the opinion of the Europeans in Bombay as represented by your Chamber and the local European Association. I know that both these bodies are members of all-India organizations; but what immediately concerns this City is; What do the European residents of Bombay think and what do they feel about the present political situation and the means adopted by Government to deal with it and the correct method of handling it? I need hardly say that it is generally believed that the Bombay Chamber of Commerce and the European Association here may be regarded as being representative of the views of the European citizens of Bombay generally, and I think it would be useful if you can communicate to me the opinion of these two bodies if they be in a position to express the same.

I may say that my intention is to have published in the local Press a copy of this letter and your reply, if you agree to the same. I may mention that there is a strong feeling in Indian commercial circles regarding the means adopted by the Government to deal with the present situation. I wonder if you can let me know the opinion of the two bodies referred to above as to whether they consider the present measures as the only means or the correct method of dealing with the present situation.

I need hardly apologise to you for addressing this letter as I take it for granted that you yourself would like the attitude of European commerce and the European community in Bombay to be fully known to the public. I am convinced that nothing else will remove from the minds of Indians the suspicion which they entertain that the European commercial community not only acquiesce in, but even propose some of the measures which Government take to deal with the present situation.

I shall feel obliged if you will let me have your reply to this letter at your earliest convenience.

Yours sincerely,

(Sd.) HOOSEINBHOY A. LALLJEE,

President,

Indian Merchants' Chamber.

DEAR MR. HOOSEINBHOY LALLJEE,

I was very glad to receive your letter of the 20th instant and am in a position to comply with your request to let you have the views of my Committee and those of the Committee of the Bombay Branch of the European Association on its contents.

To deal first with the particular matter of the wrong impression created by the letter addressed by the Bombay Branch of the European Association to H. E. The Governor early in May, my Committee have the full authority of the Committee of the Bombay Branch of the European Association for stating that the intention of this letter was to deal entirely with the local situation, and particularly with the question of law and order the maintenance of which was regarded as so essential in the interests of the whole community, both of the City and the Presidency.

Nothing was included in that letter, nor was anything intended to be inferred, which altered in any way the views of the Committee of the Bombay Branch of the European Association towards the desires of the Indian people for responsible government, and that Committee have as a result of the recent troubles in no way changed their view that they have every sympathy with all reasonable aspirations of Indians towards obtaining a suitable form of responsible government embracing the substance of Dominion Status as soon as possible.

Your attention is drawn to the action of the Council of the European Association in wiring in November last year direct to the Secretary of State for India their full support to the pronouncement of H. E. The Viceroy in connection with the Round Table Conference, which stands as the view of the European community to-day.

With reference to the situation which has developed since that time my Committee have in this matter also consulted the Committee of the Bombay Branch of the European Association, and it must here be made clear that the views hereafter expressed are the views of that Branch and of the Committee of the Bombay Chamber of Commerce, who have naturally had no opportunity of consulting the all-India Associations of which their bodies are members, and for whom therefore they are not entitled to speak.

These two Committees speaking for those whom they represent in Bombay find no difficulty in endorsing the conclusion reached in the statement recently issued over the signatures of prominent Indians whose patriotism cannot be questioned, reading as follows:—

"It therefore behoves both sides to do everything in their power to secure peace with honour. Simultaneously with the calling off of the Civil Disobedience Movement there should be a general amnesty to all political prisoners not guilty of violent crimes, and the definition of the purpose of the Round Table Conference to be the evolution of a self-governing Dominion Constitution with safeguards for the transition period."

They believe that a solution of the present situation lies in this direction and in a policy of conciliation on both sides as this would create the right atmosphere for the consideration of India's political problem with the co-operation of all parties in India.

The European community is proud of the cordial relations which have always existed in Bombay between their own and all other communities, and it is their earnest desire that this cordial relationship should continue unimpaired and that any doubts or wrong impressions which may have arisen as to its attitude should be removed.

It should be added that this letter has been seen by and has the approval of the Committee of the Bombay Presidency Trades' Association. We have no objection to the publication of these letters.

Yours sincerely,

(Sd.) J. R. ABERCROMBIE,

President,

Bombay Chamber of Commerce.

THE ECONOMIC SITUATION IN BOMBAY.

At the request of Government, with the assistance of a special Sub-Committee consisting of the President, and Messrs. J. J. Horne, E. H. Curling, J. Bullock, Albert Raymond, W. M. Petrie, R. Scherer, J. G. Ridland and A. G. Gray, the Committee in September 1930 drew up a report on the economic situation in Bombay and a census of unemployment among the staffs of members of the Chamber. Copies of the report were distributed among members and for purposes of record will be printed in *Volume* II.

DISCRIMINATORY LEGISLATION AND THE RESERVATION OF THE COASTAL TRAFFIC OF INDIA TO INDIAN VESSELS.

(*See Reports*, 1927, *Vol. I, page* 167 ; 1928, *Vol. I, page* 202 ; 1929, *Vol. I, pages* 74 *and* 75).

It was mentioned in the Chamber's Report for 1929 that a letter had been addressed by the Associated Chambers of Commerce of India and Ceylon to all Members of Parliament, Chambers of Commerce in the United Kingdom and certain other public bodies and influential persons, asking their co-operation in securing that India's new constitution should contain safeguards against discriminatory legislation. The publication of the Association's letter called forth a lengthy commentary from the President of the Federation of Indian Chambers of Commerce and Industry, the line of argument adopted being in the nature of a defence of the principle of the Bill for the reservation of the Coastal Traffic of India to Indian vessels on a national, as distinct from a racial, basis.

The whole question was informally discussed at the annual general meeting of the Associated Chambers on the 17th December 1929 and a rejoinder to the statement of the President of the Federation of Indian Chambers was issued in June 1930 in the form of a further letter to Members of Parliament, leading Chambers of Commerce in the United Kingdom, etc. A copy of this letter will be printed in full in *Volume* II.

In November 1930 the Associated Chambers sent a further note to Members of Parliament and others in which attention was drawn again to the necessity for the introduction into India's new constitution of a statutory provision ensuring for British subjects of the Crown complete equality with Indian subjects, so far as trading status was concerned. A copy of this note will also be found in *Volume* II.

PROPOSED RESERVATION OF THE COASTAL TRAFFIC OF INDIA TO INDIAN VESSELS.

(*See Reports*, 1927, *Vol. I, page* 167; 1928, *Vol. I, page* 202; 1929, *Vol. I, page* 75.)

The Government of Bombay in March 1930 forwarded to the Chamber for opinion the Reservation of the Coastal Traffic of India Bill (as reported by the Select Committee).

The Committee examined the Bill as amended by the Select Committee and in replying to the Government of Bombay observed that the Bill still contained the principles of expropriation and discrimination on which the Chamber had already expressed its opinion in strong terms on a former occasion and there appeared nothing in the Bill in its present form which could lead the Committee to alter the opinion

then expressed. On the contrary the Bill in its amended form contained an additional obnoxious condition, *i.e.*, the limitation of the Indian tonnage participating in the coastal trade in accordance with the supposed requirements of the trade as ascertained by the Governor-General in Council. Such a restriction would undoubtedly prove to be distinctly harmful to the best interests of merchants.

VISIT TO THE CHAMBER OF THE HON'BLE SIR GEORGE RAINY.

The Hon'ble Sir George Rainy, K.C.S.I., K.C.I.E., I.C.S., Member of the Viceroy's Executive Council in charge of Commerce and Railway Departments, accompanied by Mr. T. A. Stewart, I.C.S., Collector of Customs, Bombay, visited the Chamber on the 29th October 1930 and informally discussed with the Committee various problems affecting commerce, among which were :—

(1) Tariff valuation of hoops.

(2) Definition of plain greys.

(3) Piecegoods manufactured in the United Kingdom but embroidered or finished abroad.

(4) Proposed new classification of piecegoods in the trade returns.

VISIT TO THE CHAMBER OF THE MEMBER, CENTRAL BOARD OF REVENUE.

Mr. G. S. Hardy, I.C.S., Member, Central Board of Revenue, accompanied by Mr. T. A. Stewart, I.C.S., Collector of Customs, Bombay, visited the Chamber on the 4th June 1930 and had an informal discussion with the Committee on (1) the interpretation of the term "Plain Grey" in the Cotton Textile Industry (Protection) Act; (2) the classification

as of British origin of goods mainly manufactured in Great Britain but embroidered or finished abroad and (3) the percentage of the gross weight of piecegoods packages to be allowed for tare in order to obtain the net weight of the goods.

BILL TO AMEND THE INDIAN MERCHANDISE MARKS ACT.

INDICATION OF COUNTRY OF ORIGIN ON IMPORTED GOODS.

(*See Reports*, 1901, *pp.* 20, 218 ; 1905, *pp.* 28, 203 ; 1908, *pp.* 30, 99, 212 ; 1909, *pp.* 27, 281 ; 1910, *pp.* 23, 193 ; 1917, *pp.* 25, 216 ; 1928, *Vol. I*, *page* 125.)

It was mentioned in the Chamber's Report for 1928, that the Committee opposed, for various reasons, a private Bill which had for its object the arming of the Governor-General in Council with power to specify any imported goods in respect of which the importer or the wholesale or retail dealer could be called upon to affix a trade description giving the place of origin thereof. The Bill was referred to a Select Committee who submitted their report in February 1930. The principal amendments effected by the Select Committee were :—

(1) The operation of the provisions of the Bill was restricted to goods at the time of importation.

(2) The Regulations under the Bill would apply only to goods made or produced beyond the limits of India.

(3) Notifications requiring goods of any class to show indication of country of origin would not be issued until after due enquiry had been made by the Governor-General in Council and certain other conditions had been fulfilled.

(4) The importation of goods into British India which are required to have applied to them an indication of origin, and which did not bear such indication, would be prohibited.

In addressing the representative of the Associated Chambers of Commerce of India and Ceylon in the Legislative Assembly in regard to the amended Bill the Committee stated that in their opinion the Bill in its revised form was unobjectionable.

MERCHANDISE MARKS LAWS IN FOREIGN COUNTRIES.

The Director-General of Commercial Intelligence and Statistics in February 1930 informed the Chamber that he was collecting, for the Economic Committee of the League of Nations, information about cases of obstacles and difficulties met with by Indian produce and manufactures in various foreign countries on account of the existence and application of any laws regarding marks of origin. The Director-General therefore asked the Chamber to furnish him with particulars of any instances of practical hardships or inconveniences to Indian exports arising from the character or application of the merchandise marks laws of foreign countries.

After consulting the Shipping and Export Sub-Committee the Committee informed the Director-General that no such instances had been brought to their notice.

PROPOSED AMENDMENT OF THE LAW RELATING TO SEA CUSTOMS.

The Government of Bombay, towards the end of 1929, forwarded to the Chamber a copy of a letter that had been received from the Government of India in regard to certain proposals for the amendment of the law relating to Sea Customs.

The principal changes proposed in the Act were :—

(*a*) *Relaxations of Customs procedure.*—Many changes in this respect were proposed, the policy of Government being that so long as the Customs revenue could be adequately safeguarded, all rules of Customs law should be framed as simply and elastically as possible, so as to give rise to the very minimum of friction in the passage of goods.

(*b*) *Changes in respect of the grant of money reliefs.*—Except in one important respect further concessions were granted under this head. Government had decided that, since Customs import duties were primarily taxes on consumption, it was not reasonable that drawback of duty should be given as a matter of right on goods which had been used between importation and re-exportation. They proposed therefore to restrict the grant of drawback on used goods to special cases which would be prescribed by rules to be made in this behalf.

(*c*) *The discharge of goods.*—Certain new principles regulating the liability of various persons to duty on missing goods were introduced.

(*d*) *The re-casting of the penal provisions.*—The Government of India decided, in accordance with the opinions expressed in the Legislative Assembly when the Land Customs Act of 1924 was under consideration, to extend the jurisdiction of the ordinary criminal courts to as many Customs offences as was practicable without causing undue dislocation of work or inconvenience to members of the public or burdening the Magistrates' Courts with petty cases.

(*e*) *The liability of ship's owners for smuggling by their crew.*—A new chapter was added to the Act which rendered

it possible to punish the owner of a ship for the smuggling of prohibited goods by the ship's crew, provided that a responsible officer of the ship was implicated actually or by neglect.

The Government of India stated that they had not proposed any amendment of section 30 of the Sea Customs Act which contained a definition of "real value." The Indian Taxation Enquiry Committee made a proposal in paragraph 149 of their report (*vide* Chamber's report for 1926, Vol. II, page 74) for the amendment of this section; but the Government of India after giving it their careful consideration did not see their way to accept the proposal. It was contended that the existing law had on the whole worked well during the last fifty years. The effect of the change proposed by the Committee would be to substitute as the primary basis of valuation values in the country from which the goods were exported instead of values in this country. There was much to be said in favour of the law requiring values the correctness of which could be verified in this country. The verification of values in foreign countries must depend in the main upon the scrutiny of documentary evidence, and it had unfortunately happened with increasing frequency in recent years that invoices purporting to represent the foreign sale-price of goods had been found, even with the limited means of check available to Customs officers in this country, to have been false or forged.

In consultation with a special Sub-Committee of the Chamber consisting of Messrs. E. Lieberkerr, A. McIntosh and C. E. Leman, the Committee carefully examined the Government of India's proposals, and in replying to the Government of Bombay noted that many of the proposed changes were in the nature of relaxations of the existing procedure and they expressed their appreciation of these concessions which should

be beneficial to the trade without detriment to the Customs revenue. The only comments the Committee had to submit were the following :—

Section 29 (2).—This section empowered the Customs Collector to call for documents to prove the real value of goods any time within one year of the presentation of a bill of entry.

The period seemed to the Committee to be unnecessarily long. They contended that the importer might have difficulty in producing the documents specified after nearly a year, and the Committee asked for information as to the reason for this provision which appeared to violate the principle of finality of assessment—a principle of great importance if the *bona fide* importer was not to be hampered in his business.

Section 39.—This section permitted the Customs to claim short-levied or erroneously refunded duties at any time within six months of the date of clearance of the goods or of the date of payment of refund. The Committee considered this period excessive and preferred three months. As noted above the Committee considered it very desirable to make all questions of assessment final as quickly as possible. The proposed extension of the period to six months would tend in the contrary direction.

Section 40.—This section permitted refunds of charges erroneously levied or paid to be made within six months of the original payment. The Committee agreed that the period within which refunds might be claimed should be extended from three months to six months. They observed that in the Government of India's explanatory note an attempt was made to draw an analogy between this section

and the preceding one. The Committee considered that there was not necessarily an analogy between claims for refund by consignees and claims for short-levied duty by Government. In the latter case Government had in their possession all the necessary documents and were in a position to take action immediately.

Section 75 (*b*).—This section permitted the framing of rules allowing additional duty to be levied on postal articles not accompanied by a declaration of contents. The Committee while appreciating the motive underlying the section expressed the opinion that its provisions should not be such as to penalize an innocent recipient. The Committee suggested that it should be sufficient to recover the ordinary duty except where the Customs Authorities had reason to believe that a definite attempt was being made to evade duty. The Committee thought that it should be possible to differentiate between an innocent casual recipient and a person who was known to be receiving a large number of highly dutiable articles.

Chapter IX.—The Committee approved in general of the amendments contained in this Chapter which introduced new principles regulating the liability of various persons to duty on missing goods.

Section 82 (2).—In particular they considered that the amendment in Section 82 (2) was very necessary. In the past the Port Trust had been able to repudiate liability for the payment of the Customs duty leviable on goods stolen while in their charge. The Port Trust held that this was a natural corollary of their repudiation of liability for the loss of goods themselves. Cases of considerable hardship had

arisen in consequence and the new section had the Committee's entire approval.

Section 84.—This section regulated the refund of duty prepaid on missing goods. The Committee stated that this section should be amended so as to permit of refunds to shipowners of duty paid when goods missing at the time of arrival of steamer were subsequently landed and the actual importers had paid duty, which possibility did not appear to have been foreseen in the Bill as drafted, but which was quite a common occurrence. The point was mentioned at the annual meeting of the Associated Chambers of Commerce of India and Ceylon in December 1929.

Second Schedule.—With reference to the amendment in Offence No. 3 in the Second Schedule, the Committee pointed out that the Chamber in 1927 supported a suggestion by the Madras Chamber that the offence of smuggling gold thread through the port of Pondicherry into British India should be made punishable with imprisonment although they felt that the only practical method of dealing with this question was to make a drastic reduction in the import duty. The proposed amendment therefore had the support of the Chamber.

The Committee subsequently addressed a circular letter to all members informing them that it had been represented to them in the past that where a vessel had arrived in port the day before an increase in duty came into force it was impossible to present all the bills of entry on the same day and consequently part of the cargo was charged at one rate and part at another. With a view to securing uniformity of treatment for all cargo of the same kind in the same bottom it had been suggested that Section 37 should be amended so as to make the rate of duty applicable to any goods the rate in force on

the date of arrival of the vessel at the port of discharge, it being understood that the date of arrival would be the date on which the vessel dropped anchor or tied up alongside. The Committee added that they were unable to say how such a proposal would be viewed by Government but they asked members whether they were in favour of the suggestion being made, in which case they proposed to address Government again.

All the members who replied to the above circular were in favour of Government being addressed on the lines indicated. The Committee accordingly strongly recommended to Government that in Section 37 of the Sea Customs Act, instead of the words " bill of entry thereof is delivered to the Collector under Section 86 " the words " vessel arrives at the port of discharge " should be substituted.

HOURS OF WORK AT THE CUSTOM HOUSE.

In June 1929 the Exchange Banks issued a notice to the effect that as from 1st July 1929 their hours of business on week days would be from 10 a.m. to 3-30 p.m. and on Saturdays from 10 a.m. to 1-30 p.m. As the tendency of business houses in Bombay had been in the direction of making an earlier start in the morning and with a view to assisting a movement which had their approval, the Committee in December 1929 addressed the Collector of Customs, Bombay, in regard to the earlier opening of the Custom House. The Collector of Customs replied that he proposed that in those departments which had direct dealings with the public an earlier start should be made so that the Custom House was a going concern at 10-30 a.m. instead of at 11 a.m. as formerly. The Preventive and the Appraising Departments started work precisely at 10-30 a.m. As regards the other

departments, *viz.*, Cash and Accounts, Import, Export, Coasting Trade Establishment, Bond and Drawback, arrangements would be made effectively to man them so as to start work at 10-30 a.m. The earlier start would result in a consequent change in the time of receiving and making payments in the Cash Department and presentation of the Bills of Entry in the Accounts Department by half an hour, as under :—

	Week Days.	Saturdays.
I. Cash Department.		
(*i*) Receiving money ..	Up to 3 p.m.	Up to 12-30 p.m.
(*ii*) Payment	Up to 3 p.m.	Up to 11-30 p.m.
(*iii*) Cheques on the Imperial Bank of India	Up to 1 p.m.	Up to 12 noon.
(*iv*) Cheques on the other Banks.	Up to 1 p.m.	Up to 11 a.m.
II. Accounts Department.		
(*i*) Time up to which Bills of Entry, Shipping Bills, etc., would be received for debit in the same day's accounts.	Up to 3 p.m. (Up to 12-30 p.m. on the last working day of a month.)	Up to 12-30 p.m. (Up to 11-30 p.m. if the last working day of a month.)
(*ii*) Time up to which Bills of Entry, Shipping Bills, etc., would be received for debit in the next day's accounts.	Up to 4 p.m.	Up to 1 p.m.
(*iii*) Time up to which Bills of Entry for cash would be received for checking duty.	Up to 4 p.m.	Up to 1 p.m.

The working hours of other departments of the Custom House would be as hitherto.

The departments which would be called upon to commence work at 10-30 a.m., would be closed for business at 5 p.m.

The Collector pointed out that this arrangement was in the first place experimental and that its continuance would depend on the amount of advantage that was taken of it by the mercantile public.

A circular letter was addressed to all members on the 17th March 1930 drawing their attention to the above.

INDIAN TARIFF (AMENDMENT) ACT.

A Bill was introduced in the Legislative Assembly on the 12th February 1930 and referred to a Select Committee on the 18th February, the object of which was to give effect to certain minor amendments in Schedule II to the Indian Tariff Act, 1894 (VIII of 1894). The more important proposals are dealt with briefly below. In the statement of objects and reasons attached to the Bill it was mentioned that the proposals were included in a separate Bill instead of in the Finance Bill, because they had not been made primarily with reference to the revenues of 1930-31.

1. *Barks for tanning.*—It was proposed to abolish the 15 per cent. duty on these barks.

2. *Plants, living.*—It was proposed to place the exemption from 15 per cent. duty previously granted by executive order on a statutory basis.

3. *Arms.*—It was proposed to levy duty on certain spare parts and accessories which had previously been unintentionally exempted.

4. *Poultry-farming appliances—Incubators.*—It was proposed to treat poultry-farming appliances in the same way as dairy appliances and to remove the import duty of 15 per cent. on incubators.

5. *Pans for boiling sugar-cane juice: sugar centrifuges and pug-mills and parts thereof.*—It was proposed to place these on the free list.

6. *Saccharine (except in tablets) and similar substances.*—It was proposed to add to the item 'Saccharine' in the Schedule, other substances of a like nature or use to saccharine so as to bring under it substances from which saccharine can readily be made.

7. *Wireless apparatus.*—It was proposed to give statutory sanction to the reduction of duty to 2½ per cent. already granted by executive order.

8. *Insulated copper cables containing pilot cores of a sectional area of less than one-eightieth part of a square inch.*—In this case also it was proposed to give statutory sanction to the exemption granted by executive order.

9. *Domestic refrigerators.*—It was proposed to make all domestic refrigerators liable to duty at the general rate of 15 per cent. *ad valorem.*

10. *Bangles, beads and false pearls.*—It was proposed to levy duty on these articles, whatever the material of which they were made, at 30 per cent. *ad valorem.*

The Select Committee made two changes in the Bill. As the Bill stood originally, one item in the schedule applied the saccharine duty to certain substances of a like nature, but

left a wide discretion to Collectors of Customs to decide whether particular substances were of that nature or not. The Committee altered the Bill so as to provide that the substances to which saccharine duty would be applied should be notified by the Governor-General in Council.

The second change made was as regards the proposed alteration of the rates of duty on radio apparatus of certain kinds. It was explained in the Report of the Select Committee that the failure of the Indian Broadcasting Company and the decision of Government, as a temporary arrangement, to take over the broadcasting, rendered it necessary to reconsider that particular proposal, and it was therefore omitted from the Schedule.

The Bill as amended by the Select Committee was passed by the Legislative Assembly and Council of State and received the assent of the Governor-General on the 21st March 1930.

TARIFF VALUATIONS.

Annual Revision.

In accordance with his usual practice the Director-General of Commercial Intelligence and Statistics met representatives of the Chamber on Wednesday, 26th November 1930, and discussed with them his proposals in connection with the annual revision of the tariff schedule in respect of articles assessed to duty at tariff valuations.

A copy of the revised schedule will be found in *Volume* **II.**

TARIFF VALUATION OF CHINA SILK AND ARTIFICIAL SILK MIXTURES.

The Director-General of Commercial Intelligence and Statistics informed the Chamber that it was proposed to fix tariff values for the following two additional descriptions of silk piece-goods and asked for the views of the Committee on the question :—

China.—

(*a*) Silk and artificial silk mixed satins.

(*b*) Silk and artificial silk mixed taffetas.

After consulting members interested the Committee informed the Director-General that they were opposed to the proposal as they were of opinion that in view of the wide fluctuations in the prices of the articles in question and the small quantity imported, an *ad valorem* duty was preferable to tariff values.

TARIFF VALUE OF TEA DUST.

The Director-General of Commercial Intelligence and Statistics in May 1930 informed the Chamber that it was proposed, at the instance of the Burma Chamber of Commerce, to fix a separate tariff value for tea dust. He pointed out that tea dust was assessed on the tariff value fixed for black tea and asked for the views of the Chamber on the proposal.

After consulting the Import Sub-Committee the Committee informed the Director-General that the present tariff valuation of 11 annas per lb. for black tea was equitable and represented the value of fairly good dust tea. The Committee were of opinion that the valuation should be kept at about the existing level but that it would be preferable that dust tea should be shown as a separate item in the list of tariff values.

TARIFF VALUATION OF NITRATE OF POTASH.

In August 1930 the Associated Chambers of Commerce of India and Ceylon asked for the views of this Chamber in regard to a suggestion made by the Coimbatore Chamber that Potassium Nitrate should be classified under Fertilizers, and so admitted free of duty, instead of under Chemicals, or alternatively that, as apart from its use as a fertilizer the article is used in the manufacture of gunpowder and fireworks, those importing Nitrate of Potash for use as a fertilizer should be allowed to do so free of duty, on production of a certificate to the effect that the material should be used for no purpose other than as a fertilizer.

The Committee in reply informed the Associated Chambers that as far as they were aware no member of the Chamber was directly interested in the import of Nitrate of Potash and they therefore did not desire to put forward any views in regard to the proposal to alter the existing tariff classification of the article. They were informed later that as the Chambers were not unanimous with regard to the proposal that the Association should take the matter up with Government, the President came to the conclusion that the Association should refrain from action, leaving it to individual Chambers to proceed further should they decide to do so.

TARIFF CLASSIFICATION OF SILK PIECEGOODS.

The Director-General of Commercial Intelligence and Statistics in August 1930 asked whether the Chamber had any objection to a proposal to amend the general heading of the tariff valued descriptions of silk piecegoods under statutory item No. 133 to read "Silk piecegoods (white or coloured,

plain or figured, all lengths and all widths) and other manufactures of silk not otherwise specified, from Japan and China (including Hongkong)." The existing heading read :—

"Silk piece-goods (white or coloured, plain or figured all lengths and all widths) from Japan and China (including Hongkong)."

After consulting the Import Sub-Committee the Committee informed the Director-General that they had no objection to the proposed amendment.

TARIFF CLASSIFICATION OF "COPPER, CHINA, WHITE, COPPERWARE."

The Director-General of Commercial Intelligence and Statistics in August 1930 asked for the views of the Chamber on a proposal to delete the head "Copper, China, White, Copperware" from the Tariff Classifications as the article covered by this head was not definitely known at the Customs Houses nor had it been imported at any port for some years.

The Committee informed the Director-General that they had no objection to the deletion of the head in question.

TARIFF CLASSIFICATION OF "MENTHOL CRYSTALS" AND "SAFFRON, PURE."

In August 1930 the Director-General of Commercial Intelligence and Statistics informed the Chamber that it was proposed to substitute the description "Menthol crystals" for the existing description "Peppermint crystals" under Statutory item No. 88 and to fix a suitable tariff value for "Saffron pure" under Statutory item No. 69. Saffron had a

tariff value previously but it was dropped in 1923 as the prices were violently fluctuating at the time.

The Committee in reply informed the Director-General that they had no objection to the proposals.

TARIFF CLASSIFICATION OF CASSIA AND KAJIPUTTY OILS.

The Director-General of Commercial Intelligence and Statistics informed the Chamber in May 1930 that it was proposed to amend the tariff valued heads of cassia oil and kajiputty oil by the addition of the words " from Ceylon, Straits, China, Japan and the Far East " in order to exclude from those heads oils coming from Europe and America. He stated that the higher prices of European oils made the range of prices for these heads too wide for tariff valuation purposes and asked for the views of the Chamber on the question. The Committee in reply stated that they had no objection to the proposal.

PROTECTION TO INDIAN STEEL INDUSTRY.

Galvanised Iron and Steel.

(*See Reports*, 1923, *Vol. I, page* 109 ; 1924, *Vol. I, page* 183 ; 1925, *Vol. I, page* 132 ; 1926, *Vol. I, page* 76 ; 1927, *Vol. I, page* 133 ; 1928, *Vol. I, page* 141).

The Government of India, Department of Commerce, on the 30th September 1930 issued a Resolution in which it was stated that they had received an application from the Tata Iron and Steel Company, Limited, requesting the Governor-General in Council, in the exercise of his powers under section

(4) of the Indian Tariff Act, as amended by the Steel Industry (Protection) Act, 1927, to increase the duty leviable on galvanized iron and steel sheets, not fabricated, under item 148 in Part VII of the Import Tariff on the ground that such sheets were being imported into British India at a price likely to render ineffective the protection intended to be afforded by such duty to similar articles manufactured in India.

In view of this application, the Government of India decided that an immediate enquiry should be held by the Tariff Board with the following terms of reference :—

To report whether galvanized sheets of British manufacture, not fabricated are being imported into British India at such a price as is likely to render ineffective the protection intended to be afforded by the duty imposed on such galvanized sheets under Part VII of the Second Schedule of the Indian Tariff Act, 1894, by the Steel Industry (Protection) Act, 1927, to similar articles manufactured in India ; and, if so, to consider

(*a*) in what form and for what period the additional protection required should be given ;

(*b*) if the grant of a bounty on manufacture is recommended whether alone or in combination with an increase in the duty, subject to what conditions and in what manner such bounty should be paid ; and

(*c*) if an increase in the duty on galvanized sheet is recommended, what increase may be necessary in the duty on other articles made from galvanized sheet and chargeable with duty under Part VII of the Second Schedule of the Indian Tariff Act, 1894, and for what period ; and to make recommendations.

Firms or persons interested, who desired that their views should be considered by the Tariff Board, were requested to address their representations to the Secretary, Tariff Board. The Government of India expressed a hope that it would be possible for the Tariff Board to submit its report at a very early date.

After consulting members interested the Committee addressed the Tariff Board on the subject and stated that whilst recognizing the necessity of fostering the development of industries in India they considered that the following recommendation made by the Indian Legislative Assembly to the Governor-General in Council on 16th February 1923, in connection with the protection of Steel, was of vital importance and should not be lost sight of in connection with the present enquiry :—

"That the principle (of protection) should be applied with discrimination, with due regard to the well-being of the community."

The Committee pointed out that galvanized sheets were being manufactured in India by one company only and they felt that if indiscriminate protection were given to that company the stimulus to economical production was liable to disappear. The desirability of comparing Indian with foreign costs of production of galvanized sheets was therefore essential. Import prices of British galvanized sheets, 24s gauge, since the year 1927 had fallen from £16-0-0 (average) to £12-10-0 which was the present day price. It was pointed out that this fall was primarily due to lower costs and it might reasonably be expected that similar reductions in costs should be effected by the Indian industry. The Committee added that if after taking all facts into consideration the Board was satisfied that galvanized sheets were being imported into British India at a price which was rendering ineffective the protection intended to be afforded by the existing duty, the form of any additional protection which might be granted must be such as to restrict the burden on the consumer to the minimum necessary.

The Committee understood that Messrs. Tata's maximum output would only supply less than one-fifth of the

country's requirements and in these circumstances, the only justifiable method of assisting the Indian industry, bearing in mind the principle recommended by the Assembly in 1923, was by means of a bounty balanced by a proportionately increased duty on the imported quantities.

The Tariff Board in 1927 made their recommendations on a specific price of £ 17-11-0 C.I.F. The price of spelter, which was an important item in the manufacture of these sheets, had fallen to such an extent as to reduce the price by about £2-4-0, thus lowering the basic price of foreign sheets for the purposes of comparison to £15-7-0. The current price at the moment was £12-7-6 C.I.F. leaving an amount of £2-19-6 which must be considered, even from the Indian manufacturer's point of view, to be the maximum amount of additional protection required. The Committee stated that in arriving at this figure it would be observed that, with the exception of spelter, no reductions in costs of materials and charges, etc., had been taken into consideration, though if these were included the additional amount of protection required would naturally be less. Taking the maximum figure of £2-19-6 per ton and the output of Messrs. Tata's works, which was approximately 40,000 tons (although it was understood the output had not reached even 20,000 tons in any previous year) the total amount in rupees required to meet the additional protection was approximately 16 lakhs.

The average total imports during the past three years of galvanized sheets was 303,000 tons. If the import duty were increased by Rs. 6 per ton the extra revenue obtained would more than pay for all the protection required, and this figure would cover any margin which might be considered necessary to secure Government revenues against a fall in imports. In any case, in view of the small percentage of

galvanized sheets manufactured in this country there was no fear of such a scheme of balancing duties against bounties breaking down as all the protection necessary was given, and since the burden on the consumer was restricted as far as possible the imports should not be materially effected. Messrs. Tata's demand for an increased duty all round, whilst ostensibly giving them the same full protection, would mean an additional burden on the consumer of Rs. 40 per ton, approximately Rs. 121 lakhs, which with existing economic conditions would have serious consequences.

In view of the constantly changing conditions the Committee felt that any recommendations made by the Board should not be effective over a long period but should be subject to revision every two or three years.

The Tariff Board submitted its report to the Government of India in December 1930. The recommendations of the Board were :—

(*a*) The additional protection required should be given in the form of an additional duty of Rs. 37 per ton on imported galvanized sheets, not fabricated; this additional duty should remain in force for the remainder of the period of protection given by the Steel Industry (Protection) Act, 1927, that is, until the 31st March 1934 ;

(*b*) The duty on imported iron or steel pipes and tubes and fittings therefor if riveted or otherwise built up of plates or sheets, galvanized should be raised from Rs. 33 per ton or 17 per cent. *ad valorem* whichever is higher to Rs. 73 per ton or 17 per cent. *ad valorem* whichever is higher.

(*c*) The duty on imported iron or steel sheets (including cuttings, discs and circles) under one-eighth

inch thick, fabricated galvanized, should be raised from Rs. 33 per ton or 17 per cent. *ad valorem* whichever is higher to Rs. 73 per ton or 17 per cent. *ad valorem* whichever is higher.

The Government of India accepted the findings of the Board in respect of the need for additional protection to the manufacture of galvanized sheets in India and in respect of the amount of protection required. They were unable to accept the view expressed by the Tariff Board that the Legislature by including in the Steel Industry (Protection) Act, 1927, provisions which empowered the Governor-General in Council to increase the protective duties in certain circumstances, gave expression to the view that further assistance, when required, should be afforded by way of duties and not by the grant of bounties.

In a Resolution issued on the 30th December 1930 the Government of India pointed out that the effect of the Act was merely that if this method of increasing the duty was preferred, the Government of India could take action without awaiting the sanction of the Legislature, whereas bounties could not be paid without the vote of the Assembly. The Government of India stated that they must necessarily retain their freedom to submit to the Legislature such proposals as seemed best adapted to the circumstances of the case. They added that they had carefully considered the question in what form the additional protection required for the manufacture of galvanized sheet should be given and they had decided to accept the recommendations of the Board. The arguments for proceeding by way of bounty were, they thought, stronger than the Tariff Board believed, but the existing financial conditions precluded the adoption of that method. After the increase in the duty, the price of galvanized sheet would be lower by Rs. 34 a ton than the fair selling price as determined by the Board in 1926.

The Tariff Board had recommended that the higher duty proposed should remain in force for the remainder of the period covered by the Steel Industry (Protection) Act, 1927. It was the view of the Government of India that the higher duty would be required throughout that period, and it was not their intention to reduce the rate, unless circumstances changed so radically as to make its retention clearly unnecessary and undesirable. In a notification issued under Section 3 (4) of the Indian Tariff Act the duty was increased for the period ending on the 31st March 1931, but the Government of India decided to place a Resolution before the Legislative Assembly in February 1931 session recommending its continuance beyond that date.

In accordance with these decisions, the following increases were made immediately in the import duties chargeable under the Indian Tariff Act :—

Item in the Import Tariff Schedule.	Present rate of duty.	New rate of duty.
146. Iron or steel pipes and tubes & fittings therefor, if riveted or otherwise built up of plates or sheets—		
(a) galvanized ..	Rs. 33 per ton or 17 per cent. *ad valorem*, whichever is higher.	Rs. 73 per ton or 17 per cent. *ad valorem*, whichever is higher.
148. Iron or steel sheets (including cuttings, discs and circles) under 1/8 inch thick—		
(*a*) fabricated—		
(*i*) galvanize	Rs. 33 per ton or 17 per cent. *ad valorem*, whichever is higher.	Rs. 73 per ton or 17 per cent. *ad valorem*, whichever is higher.
(*b*) not fabricated—		
(*i*) galvanized ..	Rs. 30 per ton ..	Rs. 67 per ton.

In conclusion the Government of India stated that in determining these rates of duty only the price of galvanized

sheet of British manufacture had been taken into account as provided in section 3 (4) of the Indian Tariff Act, but they would be applicable to all imported galvanized sheet, wherever manufactured.

On the 14th January it was announced in the Press that the following resolution would be submitted by the Commerce Member of the Government of India to the Legislative Assembly:—

"This Assembly recommends to the Governor-General in Council that increased import duties imposed by Notification No T, dated 30th December 1930, on galvanized iron and steel pipes and sheets for the period 30th December 1930 to 31st March 1931, be continued for the remainder of the period of protection covered by the Steel Industry Protection Act, 1927, that is up to 31st March 1934, and that the duties should not be reduced unless at any time before that date the Governor-General in Council is satisfied that the circumstances have changed so radically as to render the maintenance of the duties at increased rates clearly unnecessary and undesirable."

In addressing the Associated Chambers in the matter the Committee stated that in their opinion there were two grounds upon which the resolution might be attacked by the representative of the Associated Chambers in the Assembly, *viz.*, (1) the increase in duty and (2) the period for which the new rates were to remain in force.

With regard to (1) the Committee considered that the Associated Chambers' representative should be asked to oppose the new duty on the ground that the interests of the community had been disregarded for the sake of one concern which could only produce one-seventh of India's normal imports. Should the Association's representative fail to gain his point on (1) the Committee felt he should oppose (2) which in their opinion appeared to allow for a further increase in duties but no decrease until 31st March 1934, unless exceptional circumstances arose.

The Government of India's proposals were opposed in the Legislative Assembly and it was eventually agreed that those proposals should stand for one year only and that in the meanwhile the question of protecting the steel industry by means of bounties should be considered.

PROTECTION TO INDIAN STEEL INDUSTRY.

BARS AND RODS, AND SPIKES AND TIE-BARS.

A Bill was introduced in the Legislative Assembly during the February-March, 1930 session for the purpose of amending the law relating to the fostering and development of the steel industry in British India. It was mentioned in the statement of objects and reasons attached to the Bill that under item No. 152 of the Tariff Schedule read with item No. 62 (*c*) (*i*) and (*ii*) thereof, round and square bars and rods of sizes ½ inch and above were liable to a protective duty of Rs. 26 or 37 per ton, according as they were of British manufacture or not. It had been represented to Government that steel bars of sizes of 15/32 inch and 31/64 inch, manufactured to special orders for use in substitution for ½-inch bars, were being imported with the object of evading the protective duty leviable on ½-inch bars. Statistics specially maintained to watch the imports of bars and rods showed that the importations of these special sizes were increasings. As there was no stock size intermediate between ½ inch and 7/16 inch, it was evident that the object of these importations was as stated above and that as far as ½-inch bars and rods were concerned the intention of the Steel Industry (Protection) Act, 1927, was being defeated to a considerable extent. It was accordingly proposed to bring all steel bars and rods over 7/16 inch under the protective duty so as to make the protection granted to ½-inch bars fully effective. Item 2 of the Schedule to the Bill provided for this.

The Tariff Board, in paragraph 159 of their report regarding the continuance of protection to the steel industry, recommended that spikes and tie bars should be subject to the same protective duties as bars so that the basic duty would be Rs. 26 per ton and the additional duty Rs. 11 per ton. Item No. 150 of the Indian Tariff Act which was inserted by the Steel Industry (Protection) Act, 1927, was intended to give effect to this recommendation. It had been held, however, that the wording of the entry did not in fact carry out the intention, and that tie-bars for cast-iron sleepers were not subject to the protective duty leviable thereunder, but were assessable at 10 per cent. *ad valorem* as 'fastenings' for such sleepers under item No. 61. Items 1 and 3 of the Schedule to the Bill accordingly amended items Nos. 61 and 150 of the Import Tariff so as to give full effect to the scheme of protection adopted by the legislature.

The Bill was passed by both Houses of the Legislature and received the assent of the Governor-General on the 21st March 1930.

PROPOSED PROTECTION TO THE MANUFACTURE OF CHROME STEEL POINTS AND CROSSINGS, ETC.

The following resolution (No. 38-T. (16)) was issued by the Government of India, Department of Commerce, on the 15th May 1930 and is re-printed for purposes of record :—

"The Government of India have received a representation from Messrs. Henry Williams (India), Limited, stating that the manufacture in India of the articles specified in the margin is hampered by the fact that the import duties on the manufactured articles are lower than, equal to or insufficiently above the protective duties levied on the materials required for their manufacture and asking that the Tariff Board may be directed

(1) Chrome steel points and crossings.
(2) Bearing Plates.
(3) Fish Bolts.
(4) Rivets.
(5) Bolts and nuts.
(6) Dog spikes.
(7) Stretcher bars.
(8) Gibs and cotters.

to enquire into the question whether higher duties should be imposed on all or any of the articles mentioned. The Government of India have decided to refer this question to the Tariff Board. The Board is requested to examine the representation and make such recommendations as it deems fit.

2. Firms and persons interested in the above enquiry should address their representations direct to the Secretary of the Tariff Board."

PROPOSED PROTECTION TO THE INDIAN SUGAR INDUSTRY.

The following Resolution was issued by the Department of Commerce on the 20th May 1930 :—

"No. 127-T. (19).—At the beginning of the current year the import duties on sugar were as follows :—

23 Dutch Standard and above	.. Rs. 4-8-0 per cwt.
Inferior to 23 Dutch Standard but not inferior to 8 Dutch Standard	.. .. „ 4-0-0 „ „
Below 8 Dutch Standard, molasses and sugar-candy	.. .. 25 per cent. *ad valorem*.

The Finance Act of 1930 enhanced these duties for revenue purposes by Rs. 1-8-0 per cwt. in each case. During the last session of the Legislature the Government of India received a representation from the Imperial Council of Agricultural Research, which stated that in March 1929 the Government of India had addressed all local Governments on the subject of the sugar industry, and that on receipt of replies to this letter the whole question had been examined by a specially qualified Committee appointed by the Imperial Council of Agricultural Research. This Committee's report had been considered by the Council which resolved that the Government of India be asked to refer to the Tariff Board for enquiry the question whether protection is

required and if so in what measure for the sugar industry in India. In making this application the Imperial Council of Agricultural Research had taken into consideration the fact that the three Provincial Governments most vitally interested in the sugar industry, namely, the United Provinces, the Punjab and Behar and Orissa, together with the Government of Bombay, asked for an enquiry by the Tariff Board.

2. The question whether a *prima facie* case has been established for reference to the Tariff Board of the desirability of granting protection to the sugar industry has been carefully examined by the Imperial Council of Agricultural Research and the Government of India after considering the evidence adduced by the Council have decided to refer this question immediately to the Tariff Board for enquiry.

3. In making its enquiry the Tariff Board will be guided by the principles laid down in the Resolution adopted by the Legislative Assembly on the 16th February 1923 and will consider:—

(*i*) whether the conditions laid down in paragraph 97 of the Report of the Indian Fiscal Commission are satisfied in the case of the sugar industry, in which term is intended to be included the grower of sugar-cane in India, the manufacturer of gur, including rab, jaggery and all other indigenous forms of raw sugar and the manufacturer of crystalline sugar.

(*ii*) to what extent, if any, and in respect of what classes or descriptions of sugar, protection should be afforded, and

(*iii*) how its recommendations, if any, will affect industries using any sugar-cane products.

4. Firms or persons interested who desire that their views should be considered by the Tariff Board, should address their representations to the Secretary to the Board."

The matter was referred by the Committee to a special Sub-Committee consisting of Sir Joseph Kay, Mr. J. Bullock, Mr. H. A. Henry and Mr. E. Wood for consideration and report. The Sub-Committee were of opinion that the issues raised in the Government of India Resolution were far too wide to be considered even by a Sub-Committee of the Chamber and in view of the complex nature of the question they were unable to see how the Chamber as a body could possibly put up any case on behalf of its members. They recommend-

ed therefore that it should be left to individual firms who desired to do so to place their views before the Tariff Board. The Committee accepted this recommendation and merely brought the Government of India Resolution to the notice of members. For purposes of record the Report of the Sub-Committee will be printed in full in *Volume* II.

THE COTTON INDUSTRY (PROTECTION) ACT, 1930.

A Bill was introduced in the Legislative Assembly on the 28th February 1930 with the object of amending the Indian Tariff Act, 1894, and the Indian Tariff (Cotton Yarn Amendment) Act, 1927. In the statement of objects and reasons attached to the Bill it was stated that for several years the cotton textile industry, though one of the oldest organized industries in India, had been passing through a period of great difficulty. Since the war its internal organization had not been re-adjusted to an extent sufficient to enable it to meet severe competition from other countries where reorganization had already taken place. The condition of the industry was in fact very much that contemplated by the Fiscal Commission when in paragraph 100 of their report they included in the category of industries to which protection might be granted an industry which, though not young, was suffering from some temporary deterioration or atrophy. From the evidence in the possession of Government it appeared that during the last three years, and particularly in the latter half of 1929 the pressure of external competition had intensified, and that the cotton mill industry throughout India was depressed, though the extent of the depression varied at different centres. In Bombay Island, where in two successive years the mills had passed through prolonged and exhausting labour disputes, a stage had been reached when the continued existence of the

industry was endangered. External competition was most severe in the class of plain grey goods which formed a high proportion of the output of the Indian mills and particularly of those situated in Bombay Island. In those circumstances the Government of India considered that emergency measures were called for in order to give the industry temporary shelter and time to reorganize itself and increase its efficiency. It appeared further that the depression in the industry was due not to the competition of goods imported from the United Kingdom, but of goods imported from elsewhere.

In order to effect its object the Bill sought to impose (*i*) a protective duty of 20 per cent. *ad valorem* on cotton piecegoods of all classes, and (*ii*) a protective minimum specific duty of 3½ annas a pound on plain grey goods, these duties being applicable to goods not manufactured in the United Kingdom. Goods made in the United Kingdom would be subject only to the revenue duty. The specific minimum duty was required in order to afford adequate protection to the Indian mills in respect of that class of goods where external competition was most severe.

It was proposed that the protective duties should remain in force only for a period reasonably sufficient to enable the industry to reorganize itself. For this reason the Bill fixed the 31st March 1933, as the limit of the period within which the duties would operate. The 20 per cent. *ad valorem* duty would come into force as soon as the Bill became law and the date from which the minimum specific duty would take effect would be fixed by notification. This was considered necessary in order that shippers might have time to mark consignments of plain grey goods for weight.

The opportunity was also taken to extend for a further period of three years the operation of the Indian Tariff

(Cotton Yarn Amendment) Act, 1927. The Act was passed to meet competition from yarn produced in Japan under industrial conditions which were unfair by reason of the absence of any restriction on the night work of women in the mills. With the passing of the Japanese Factory Law of 1929 the unfair element in Japanese competition had disappeared. Meanwhile the total imports of twist and yarn from China increased from 945,000 lbs. in 1926-27 to 12¾ million lbs. in 1927-28 and to 11½ million lbs. in 1928-29, imports during the whole of the latter year having been subject to the specific minimum duty. The imports for the first nine months of the financial year 1929-30 were 7½ million lbs. Until January of 1930 Chinese law placed no limit on the hours of work either of men or women, and no restriction on the employment of children. Information had been received that on the 16th January 1930 a law was promulgated in China which prohibited child labour and the night work of women, and limited the hours of work generally, but no evidence was forthcoming to show that any steps had been taken to make this law effective. Government felt that in these circumstances Chinese mills must still be regarded as possessing an unfair advantage justifying continuance of the minimum specific duty imposed in 1927.

After considerable discussion the Bill was passed by the Legislative Assembly and the Council of State in the following form :—

1. This Act may be called the Cotton Textile Industry (Protection) Act, 1930.

2. *Amendment of the Second Schedule, Act VIII* of 1894.— (1) After Item No. 156 of the Second Schedule to the Indian Tariff Act, 1894, the following heading item shall be inserted, namely :—

" Yarns and Textile Fabrics " :

156A. Cotton piecegoods (other than fents of not more than nine yards in length).

(*a*) Plain grey that is not bleached or dyed in the piece, if imported in pieces, which either are without woven headings or contain any length of more than nine yards which is not divided by transverse woven headings :—

(*i*) of British manufacture :	*Ad valorem* 15 per cent. or 3½ annas per pound, whichever is higher.
(*ii*) not of British manufacture :	*Ad valorem* 20 per cent. or 3½ annas per pound, whichever is higher.
(*b*) others :—	
(*i*) of British manufacture :	*Ad valorem* 15 per cent.
(*ii*) not of British manufacture :	*Ad valorem* 20 per cent.

(2) The amendment made by sub-section (1) shall have effect only up to the 31st day of March, 1933.

(3) The words "or 3½ annas per pound, whichever is higher" appearing in the fourth column of Item No. 156A of the said Second Schedule as inserted by sub-section (1) shall not have effect until such date as the Governor-General in Council may, by notification in the *Gazette of India*, appoint.

3. (1) In item No. 44 of the Second Schedule to the Indian Tariff Act, 1894, after the figure and words "5 per cent." the figure and words "or 1½ annas per pound whichever is higher" shall be added.

(2) The amendment made by this section shall have effect only up to the 31st day of March 1933.

ASSESSMENT TO DUTY OF PIECEGOODS OF BRITISH MANUFACTURE.

The Collector of Customs on the 11th April 1930 issued the following notice to the trade :—

"The Cotton Textile Industry (Protection) Act came into force as from the 4th of April 1930. Under this Act cotton piecegoods of British manufacture are dutiable at a differential rate of duty.

Importers of piecegoods are recommended to advise their suppliers to attach to their invoices declarations in the appended form " A." This declaration will be essential for importations arriving after 31st of May 1930 but importers should in the meantime present with their invoices a certificate in the appended form " B " in respect of each item in the Bill of Entry.

" A."

Form of Declaration in respect of origin to be written, typed or printed on invoices of cotton piecegoods of British manufacture for which entry into British India is claimed at the differential rate of duty.

I———— of (2)————of (3)————

Manufacturer/Supplier of the piecegoods enumerated in this invoice hereby declare that I [(4) have the authority to make and sign this certificate on behalf of the aforesaid Manufacturer/Supplier and that I] have the means of knowing and do hereby certify as follows :—

1. That this invoice is in all respects correct and contains a true and full statement of the description of the said goods, and the actual quantity thereof.

2. That in the production of any cloth which is included in this invoice, no process of manufacture other than a process antecedent to weaving has been carried out elsewhere than in the United Kingdom of Great Britain and Northern Ireland.

Dated at this day of 19 .

Signature.

FORM OF INVOICE.

Marks and Numbers.	Description of goods.	Quantity (No. of pieces).	Dimensions.	Gross weights of bales of plain grey goods.

(1) Here insert Manager, Chief Clerk, or as the case may be.

(2) Here insert name of firm or company.

(3) Here insert name of city or country.

(4) The words in square brackets should be omitted where the manufacturer or supplier himself signs the certificate.

"B."

Certificate.

I/We importers of the goods referred to invoice No. dated and in Bill of Entry No. dated in respect of which I/we claim assessment at the rate appropriate to goods of British manufacture, do hereby declare—

(*a*) that the said goods were consigned to me/us by Messrs.———

(*b*) that the said goods were manufactured by Messrs.———(if the manufacturer is known)

(*c*) that to the best of my/our knowledge and belief in the production of the goods no process, other than a process antecedent to weaving was carried out elsewhere than in the United Kingdom of Great Britain and Northern Ireland.

The Associated Chambers of Commerce of India and Ceylon in May 1930 asked for the views of this Chamber on a suggestion made by the Karachi Chamber that goods which were predominantly of British manufacture but which were only embroidered or finished abroad should be classed as British and assessed to duty accordingly. The Karachi Chamber stated that it understood that embroideries stamped "Made in England, embroidered in Switzerland" with a certificate to this effect and a British invoice would be assessable to duty at 15 per cent., apart from the value of the embroidery only which was assessable at 20 per cent.

After consulting the Import Sub-Committee of the Chamber the Committee informed the Associated Chambers that they were not in favour of the latter pressing for the lower rate of duty to be charged on goods which were predominantly of British manufacture but which had been embroidered or finished abroad. The Committee saw no reason why British bleachers, dyers, finishers, etc., should not be allowed the full benefit of the small preference now granted to goods of

British manufacture. The proposal of the Karachi Chamber was to allow Continental bleachers, etc., to participate in this preference and the Committee expressed their regret that they were unable to support it. Apart from this aspect of the question the Committee foresaw grave difficulties in the way of providing the Customs authorities with satisfactory proof that the grey cloth was woven in the United Kingdom.

Subsequently, the Associated Chambers forwarded to the Chamber a copy of a letter they had addressed to the Central Board of Revenue on the strength of the replies by individual Chambers. In this letter the Associated Chambers recommended that the favourable consideration of the Board be given to the need for modifying the previous ruling so as to permit of predominantly British goods being treated as British for the purpose of import duty. The Associated Chambers further suggested that if on account of the embroidery work thereon not being British, the Board was not disposed to regard the entire goods as British then embroideries stamped "made in England, embroidered in Switzerland" with a certificate to this effect and a British invoice, should be assessable to duty at 15 per cent., apart from the value of the embroidery only which could be assessed at 20 per cent. Such assessment would, it was contended, be strictly fair, and as such it was hoped that the Central Board of Revenue would regard it and pass the necessary orders.

The Government of India in replying to the Associated Chambers stated that the definition of "British Manufacture" was very carefully considered by the Government of India at the time when the Act was framed. They came to the conclusion that the general principle must be that the whole process of manufacture should have been carried out in the United Kingdom in order that the goods might qualify for admission into India at the lower rate of duty. An exception

was, however, made in respect of the yarn used in manufacture because it appeared that only a very small proportion of yarn spun outside the United Kingdom was used in the British weaving mills and because any attempt to ascertain whether or not imported yarn had been used in the manufacture of particular goods would have added greatly to the work of the Customs Department in India. The position was different in regard to goods which had been mainly manufactured in the United Kingdom but completed elsewhere and the Government of India were not satisfied that adequate grounds existed for a departure in respect of this class of goods from the general principle explained above. Moreover the serious complication in Customs procedure which either of the proposals made by the Associated Chambers would involve would not, in the opinion of the Government of India, be justified. The Government of India accordingly regretted their inability to accept the proposals made in the Associated Chamber's letter.

COTTON TEXTILE INDUSTRY (PROTECTION) ACT.

Allowance for Tare.

The Manchester Chamber of Commerce in May 1930 stated that it had been informed that an official announcement had been made by the Indian Customs authorities relating to the weighment of cotton goods imported in bales. It was understood that in order to avoid the inconvenience and probable ill-effects to the contents of stripping bales to ascertain the actual nett weight of baled goods, an allowance for tare had tentatively been fixed on the following basis :—

Bales strengthened with wooden battens on two sides.	3 per cent. of the gross weight.
Bales strengthened with wooden battens on four sides.	4 per cent. of the gross weight.

It was suggested that these percentages should be increased.

The Committee took the opportunity of the visit to Bombay in June 1930 of the Member, Central Board of Revenue, to discuss the question with him and the Collector of Customs, Bombay, and in replying to the Manchester Chamber they stated that they understood that no orders in regard to allowances for tare had been issued to the Collectors of Customs by the Central Board of Revenue owing to the fact that the style of packing and weights of packages varied at the different ports. So far as the importing houses in Bombay were concerned, it would appear that very little difficulty had been experienced as in most cases where the gross and net weights were given on the Home invoices, the Customs had accepted such weights and merely made an occasional test to check the weight and had adjusted any differences that might have been found. The Committee added that the Collector of Customs was at the moment collecting data with a view to ascertaining whether it would be necessary to fix definite percentages of the gross weight for tare.

Subsequently the Collector of Customs forwarded to the Chamber for criticism a copy of his recommendations to the Central Board of Revenue in this respect. The Collector stated that his proposals were tentative and subject to re-examination in the light of further experience. His proposals were :—

(*a*) Case cargo—where invoices gave weights, these might be accepted. If there were no invoices weighment would be taken.

(*b*) Baled cargo—

(*i*) when there were invoices, occasional checking of gross weight would meet the purpose as weights shown in invoices were fairly accurate. Ordinarily it would be sufficient to see that the tare shown in the invoice

did not exceed the listed tare (*vide* paragraph (*c*) below). If it did, the listed tare should be accepted.

(*ii*) when there were no invoices gross weighment would be done and the listed tare allowed.

(*c*) (*i*) Listed tare allowed in the case of bale cargo of non-British origin would be as under :—

Bales with battens on two sides 5 per cent.
„ „ „ „ four „ 6 per cent.

(*ii*) It had not been possible to deduce results for British goods and it was suggested that the results at Calcutta for British goods be accepted, *viz.*—

Bales with battens on two sides .. 6 per cent.
„ „ „ „ four „ .. 7 per cent.

(*d*) Bales without battens or with corner piece only had not been noticed at this port during the period of investigation.

The Committee in replying to the Collector of Customs stated that his proposals appeared to them to be satisfactory.

In November 1930, however, the Collector forwarded to the Chamber a copy of a further letter he had addressed to the Central Board of Revenue in which he stated that from the record of weighments subsequently made it had been possible to arrive at figures representing the tare allowance to be made in respect of cotton piecegoods of British origin. These figures were as under :—

(1) Bales of Loongi .. Invoice tare to be allowed if less than 10 per cent. of the gross weight. If above 10 per cent. the Shed Appraiser's orders should be taken.

(2) Piecegoods other than Loongis.

(*a*) Bales with battens on two sides. 4 per cent. of gross weight.

(*b*) „ „ „ „ four „ 5 per cent. of gross weight.

The Committee carefully considered the question in consultation with the Import Sub-Committee and in addressing the Collector of Customs in the matter pointed out that the

tare of British goods was considerably heavier than that of Japanese and other non-British goods due to the fact that British goods were more strongly and heavily packed. The Committee felt therefore that as it had been found necessary to reduce the scale of tares for British goods, the scale for non-British goods should also have been proportionately reduced.

The Committee asked the Collector to arrange for some further tests of both British and non-British goods to be carried out and to communicate the result to the Chamber.

PROPOSED PROTECTION TO THE MANUFACTURE IN INDIA OF SILVER PLATE, SILVER THREAD, GOLD THREAD, ETC.

(*See Reports*, 1924, *Vol. I*, *pages* 207 & 208; 1927, *Vol. I*, *page* 114; 1929, *Vol. I*, *page* 128.)

The following resolution of the Department of Commerce of the Government of India was issued on the 15th May 1930:—

No. 180-T. (12). In accordance with the statement made in the Legislative Assembly, on the 22nd March 1930, the Government of India have decided to refer to the Tariff Board for investigation the question of extending protection to the manufacture in India of silver plate, silver thread and wire (including so-called gold thread and wire mainly made of silver), leaf and other silver manufactures.

2. In making its enquiry the Board will be guided by the principles laid down in the Resolution adopted by the Legislative Assembly on the 16th February 1923, and will consider—

(*i*) whether the conditions laid down in paragraph 97 of the Report of the Indian Fiscal Commission are satisfied in the case of the industry and whether it should be protected;

(*ii*) if so, in what form and for what period protection should be given ; and

(*iii*) how its recommendations, if any, will affect industries using silver manufactures.

3. Firms and persons interested who desire that their views should be considered by the Tariff Board, should address their representations to the Secretary to the Board.

The Committee discussed the Resolution in consultation with members interested, and in addressing the Indian Tariff Board on the subject they mentioned in the first place that the question of the smuggling into India of gold thread had been before the Chamber on several occasions during the past five or six years. They pointed out that it was an undoubted fact that in cases where excessive Customs duties were levied there had always been an increase in smuggling, and gold thread had not been an exception, as the heavy increase in smuggling of this article into India could be traced back to the period when the duty was increased. The Committee felt that if the already heavy duty was further increased the genuine import trade would be killed while the tendency would be for smuggling to increase and larger quantities of smuggled goods would find their way into the market at prices lower than those of local manufacture. This would undoubtedly be detrimental to the local industry. A further increase in duty would also, it was asserted, tend to divert imports (not smuggled) from British ports to Indian States. The Committee were informed that there had been an increase in transhipments from Bombay to ports in Indian States since the duty was raised. The imported gold thread was a very much superior article to that of local manufacture and always had a ready market. The excessive duty induced unscrupulous importers to import " real "gold thread under " imitation"

wrappers and to price and grade them as imitation. On arrival the goods were re-wrapped locally.

The existing duty was 15 per cent. on imitation and 38 per cent. on real gold thread and the Committee suggested that an all-round duty of, say, 25 per cent. would meet the case as this would have a tendency to encourage the legitimate import trade, to allay smuggling and still to give ample protection to the local industry. It would also do away with the present very unsatisfactory method of assessing duty at a certain percentage of the precious metal, a procedure that had been the cause of numerous arguments and disputes between the importers and the Customs authorities.

Mr. W. M. Martin and Mr. H. A. Henry appeared before the Tariff Board on the 12th August 1930 and gave oral evidence on behalf of the Chamber in connection with the question of the proposed extension of protection to the gold thread industry.

IMPORT DUTY ON ROAD GRADERS.

The Committee in February 1930 addressed the Finance Department of the Government of India in support of a representation by Burmah-Shell Oil Storage and Distributing Co. of India, Ltd., appealing against the decision of the Central Board of Revenue to assess Road Graders to Import Duty. The Committee stated that they understood that Road Graders were mainly used for the construction of roads in agricultural districts and on this account there appeared to be a case for exempting them from duty. The Committee expressed a hope that the Government of India would give the representation of Burmah-Shell Oil Storage

and Distributing Co. of India, Ltd., their favourable consideration.

The Government of India in May 1930 forwarded to the Chamber a copy of a reply they had addressed to Burmah-Shell Oil Storage and Distributing Company of India, Ltd., in which they intimated that they were unable to accede to the request of the Company.

The Committee were at the same time informed by a member that it was possible for graders to be made in India and as graders were mostly used by District Boards and not by agriculturists, it would appear that they were not entitled to be admitted duty free unless they were imported in combination with a tractor. The Committee were also informed that some manufacturers had adopted a design of this description.

The following resolution was moved by the Madras Chamber, seconded by this Chamber and adopted unanimously at the annual general meeting of the Associated Chambers of Commerce of India and Ceylon held at Calcutta on the 15th and 16th December 1930 :—

"That in view of the importance of Road Graders in assisting and expediting the opening up of interior markets throughout India by the provision of cheaper road communications, this Association urges Government to withdraw the import duty of 15 per cent. *ad valorem* now levied on these machines."

DUTY ON KEROSENE.

A telegram was received from the Burma Chamber on the 19th March 1930, intimating that it had telegraphed to the Government of India protesting strongly against the proposed reduction in the import duty on kerosene and the

increase in the excise duty. The Chamber maintained that these charges were directly contrary to the general Indian fiscal policy of protection of indigenous industries as was exemplified in the cotton and steel protective duties. It was contended that both the latter duties constituted a heavy burden on Burma for the benefit of purely Indian industries and had been endured by that Province as an unavoidable consequence of being a part of India's fiscal system. It was added that the new kerosene proposals constituted a direct attack on one of Burma's primary industries for the benefit of the Indian exchequer and/or consumer and/or foreign oil importer. The Burma Chamber greatly feared that the effect particularly on small indigenous oil producers would be very serious and would inevitably retard the development of Burma's declining oil resources. The Chamber urged that if further revenue from oil duties was essential the excise and import duty rates might be raised by equal amounts. The Burma Chamber asked this Chamber to support their representation.

The telegram was, however, received too late to allow of action being taken in the matter by this Chamber and the Burma Chamber was informed accordingly.

IMPORT DUTY ON COPRA.

(*See Report*, 1929, *Vol. I*, *page* 122.)

In April 1930 the Associated Chambers of Commerce of India and Ceylon asked for the views of this Chamber on a representation that had been received from the Calicut Chamber suggesting that the Government of India might be addressed with a view to the removal of the duty on copra.

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The Committee in reply pointed out that they discussed the question with the Director-General of Commercial Intelligence and Statistics when he visited the Chamber in December 1929 and they were informed that the Government of India had definitely decided not to remove the duty on copra. The tariff valuation for the year 1930 was, however, reduced from Rs. 23 to Rs. 17 per cwt.

In view of the fact that the Government of India came to the above decision as recently as December 1929, the Committee informed the Associated Chambers that they did not think that any useful purpose would be served by raising the question again so soon.

Intimation was received later from the Associated Chambers that as the Calicut Chamber after further consideration of the question were of opinion that there was not sufficient ground on which to base representations to the Government of India for the removal of the import duty, and having regard to the absence of unanimity among the other Chambers, the President had decided to let the matter drop at that stage.

The Ceylon Merchants' Chamber also addressed this Chamber on the subject and asked that the Director-General of Commercial Intelligence and Statistics might be urged to consider the desirability of making a substantial reduction in the import duty on copra, if not its total prohibition.

The Committee discussed the question informally with the Director-General when he visited the Chamber on the 26th November 1930 in connection with the annual revision of the tariff valuations. They learned subsequently that the tariff valuation had been reduced to Rs. 16 per cwt.

REAL VALUE FOR CUSTOMS DUTY PURPOSES.

Assessment of Cotton Piecegoods and German Silver.

Several representations were received by the Chamber from members during the early part of August in regard to the method of assessment of piecegoods to duty that had been adopted by the Bombay Customs House. It appeared that up to the 27th of July Customs duty was levied on the basis of the wholesale bazaar rates ruling in Bombay. After the 27th July owing to the closing of the market, the Customs Authorities decided to assess duty on the invoice values.

A joint deputation from the Chamber and the Bombay Piecegoods Native Merchants' Association interviewed the Collector of Customs in the matter on Thursday, 7th August. The Chamber subsequently addressed the Collector on the subject and pointed out that goods which were arriving at that time were almost entirely bought during or before the previous March and since then the value of piecegoods had declined by 15 to 20 per cent. Accordingly goods which were assessed on the basis of invoice prices were being very heavily penalized and importers were actually paying a higher duty on goods then arriving than they did on the same class of goods which came a few weeks previous, though there was no doubt whatever that the value of these goods had not increased; on the other hand, such goods were at the moment in many cases practically unsaleable. The Committee stated that a further factor bearing on the question of existing values was that there had been a steady decline in the price of raw cotton since the beginning of the year. In addition, owing to the difficult trade conditions in Bombay the local prices of all classes of piecegoods had fallen considerably.

The Committee submitted statements giving concrete instances in which goods which arrived just previously had been assessed to duty at a higher value than similar goods which arrived some time ago. The Committee further added that complaints similar to the above had been received in connection with other commodities, particularly German silver sheets.

With a view to helping the trade and at the same time safeguarding Government revenues the Committee suggested that in cases where since the 1st June 1930 goods had been assessed at the wholesale cash market value such assessment should stand, but that in other cases the goods should be assessed to duty at the last recorded market value. The Committee also expressed a hope that if the Collector agreed to their suggestion a refund might be made of the difference between the duty calculated as above and that already charged on the invoice value.

The Collector later forwarded to the Chamber a copy of an Order he had issued on the subject on the 15th August. He pointed out that the Order was of a temporary nature and was intended to meet the peculiar conditions of the trade at the present time. The method of assessment would therefore be revised if the local wholesale market reopened or if the market conditions improved in a way that rendered the issue of the instructions unnecessary.

For purposes of record the Order in question is reprinted below :—

ORDER.

In view of the difficulty of ascertaining market values of cotton piecegoods by the usual methods, the following instructions are issued

for the guidance of Customs Appraisers for the determination of such values :—

(1) For cotton piecegoods for which wholesale market values are ascertainable goods will be assessed at the ascertained prices.

(2) In other cases for the purposes of Section 30 (*a*) the last recorded market value before the 28th of July 1930 will be accepted provided that

(3) if there be no record between 1-6-1930 and 28-7-1930 the market value should be estimated from the recorded values of somewhat similar goods by the addition or subtraction of the normal price difference. Duty realised in excess on assessments made on or after 28-7-1930 will be refunded to importers on the latter submitting a formal application for the same to the Assistant Collector in charge of Appraising Department.

The instructions contained herein for the determination of values at which piecegoods are capable of being sold are of a temporary nature and Appraisers should be on the lookout to see that as soon as more normal conditions are re-established, assessments are made under Section 30 (*a*) on the basis of prices ascertainable from the market itself.

As mentioned above, the Committee in addressing the Collector of Customs in regard to the question of the assessment of piecegoods to import duty stated that complaints had also been received in connection with other commodities, particularly German silver sheets.

Subsequently the Collector forwarded to the Chamber a copy of an Order that he had issued on 11th September 1930 regarding the assessment of German silver sheets at this port.

For purposes of record the Order is re-printed below :—

"In view of the difficulty of ascertaining market values of German silver sheets they will be assessed on the basis of the valuation of Annas 12 per lb. less duty with effect from 9th July 1930 until such

time as the market reopens and more normal conditions are re-established.

2. Consignments assessed on or after 9th July, 1930, will be re-assessed on the basis of this valuation, and duty, if any, realized in excess will accordingly be refunded to importers on their submitting formal application for the same to the Assistant Collector of Customs, Appraising Department."

COTTON TEXTILE INDUSTRY (PROTECTION) ACT, 1930.

Weekly Prices of Specified Lines of Imported Cotton Piecegoods.

The Collector of Customs drew the attention of the Chamber in May 1930 to the fact that the Hon'ble Member in charge of the Commerce Department, in the course of his speech in the Legislative Assembly on the Cotton Textile Industry (Protection) Bill, stated that Government were prepared to maintain a continuous record of the prices of imported piecegoods during the year 1930-31 and at the end of the year to put an officer on special duty to enquire into the effect of the duties upon the prices of cotton piecegoods. The Collector added that the Government of India were arranging for the maintenance of such a record and had asked the Department of Commercial Intelligence and Statistics to decide, in consultation with the Collector, the lines of piecegoods for which prices should be collected. The Collector asked for suggestions as to the representative lines that should be selected.

The Committee in consultation with the Import Sub-Committee drew up a list of a few of the standard qualities

of cotton piecegoods imported into Bombay and forwarded the list to the Collector of Customs.

STATISTICS OF IMPORTS OF HARD DRAWN BARE COPPER WIRE.

(*See Report*, 1929, *Vol. I, page* 133.)

In the Chamber's Report for 1929, it was mentioned that the Committee had recommended to the Director-General of Commercial Intelligence and Statistics that the nett weight of imports of hard drawn bare copper wire should be shown in the Government trade statistics in addition to the value.

The Director-General informed the Chamber later that with effect from 1st April 1930 this would be done.

STATISTICS OF IMPORTS OF ARTIFICIAL SILK PIECEGOODS.

Up to the end of February 1930 the grouping of cotton and artificial silk goods in the Chamber's "Detailed Monthly Return of Principal Imports" was carried out according to the rate of duty paid, i.e., artificial silk and cotton mixtures which were liable to 11 per cent. duty were grouped under "Cotton" and those liable to 15 per cent. under "Artificial Silk and Artificial Silk Mixtures." As however the duty on cotton goods was increased from March 1930 it was no longer possible to make the above distinction, and commencing

with the March Return the figures for artificial silk and artificial silk mixtures included all such mixtures irrespective of the quantity of artificial silk contained in the fabric.

STATISTICS OF IMPORTS OF DYES.

(*See Report*, 1929, *Vol. I*, *page* 132.)

In the Report for 1929, it was mentioned that the Chamber had suggested to the Director-General of Commercial Intelligence and Statistics that the trade statistics for Alizarine Dyes should be amplified either by recording the imports in accordance with the strengths of the dyes converted to a 20 per cent. basis or that a classification for statistical purposes might be introduced similar to the one in force prior to 1927 for tariff purposes.

The Director-General later informed the Chamber that it had not been found feasible to adopt the first suggestion but that with effect from 1st April 1930 it had been decided to show the figures according to the classification adopted for tariff purposes prior to 1927, as detailed below :—

(1) Alizarine dye, dry, not exceeding 40 per cent.

(2) Alizarine dye, dry, over 40 per cent. but not exceeding 50 per cent.

(3) Alizarine dye, dry, over 50 per cent. but not exceeding 60 per cent.

(4) Alizarine dye, dry, over 60 per cent. but not exceeding 70 per cent.

(5) Alizarine dye, dry, over 70 per cent. but not exceeding 80 per cent.

(6) Alizarine dye, dry, over 80 per cent.

(7) Alizarine dye, moist, not exceeding 10 per cent.

(8) Alizarine dye, moist, over 10 per cent. and not exceeding 16 per cent.

(9) Alizarine dye, moist, over 16 per cent. and not exceeding 20 per cent.

(10) Alizarine dye, moist, exceeding 20 per cent.

In again addressing the Director-General in the matter in May 1930 the Committee drew his attention to a discrepancy that appeared in the statistics of the imports of dyes as presented in the Government trade returns. In the February issue of the accounts relating to the sea-borne trade the dyes statistics were given as under :—

	Lbs.
Alizarine	4,808,919
Aniline	11,906,170
Others	421,876
Total of dyes derived from coal tar ..	17,136,965
Indigo, synthetic	496 cwts.

According to the above it would seem as if rather less than 25 tons of "Synthetic Indigo" were imported into India during the eleven months ending 28th February 1930. The Committee were, however, credibly informed that the actual quantity imported during that period was over 600 tons. From inquiries made it appeared that a possible explanation of this discrepancy was that under the tariff in force since 1st October 1927 all "dyes derived from coal-tar and coal-tar derivatives used in any dyeing process" were duty-free and there was no obligation on importers to specify the classes of dyes. "Synthetic Indigo" was a dye derived from coal-tar and it appeared that most importers made a declaration merely to the latter effect, with the result that the 600 tons of synthetic indigo were included in the 17,000,000 lbs. of total dyes obtained from coal. On the other hand some

importers occasionally added supplementary classifications as, for instance, " Synthetic Indigo," and the 496 cwts. merely represented the total of the Bills of Entry bearing these classifications. The Committee felt that even if the suggestions they were putting forward were not accepted, the separate head of " Synthetic Indigo" should be abolished as in the present circumstances the figures were entirely misleading.

In view, however, of the fact that the total value of dyes imported into India per annum amounted to between Rs. 180 lakhs and Rs. 200 lakhs, the Committee expressed the opinion that the trade was justified in asking for more detailed statistics. The information under Alizarine (valued at Rs. 30 lakhs) would, they considered, be sufficient when the amendments already made became fully effective, but the second heading " Aniline Dyes" (valued at Rs. 170 lakhs) might profitably be split up into a number of sub-heads. The following were suggested :—

(1) Synthetic Indigo.
(2) Vat Dyes.
(3) Coupling Dyes of the Napthol Group.
(4) Congos.
(5) Sulphur Blacks.
(6) All other Aniline Dyes.

The Committee asked the Director-General to give this question his favourable consideration and suggested that in order to carry their recommendations into effect importers should, apart from the declarations required for duty purposes, be made to classify, for statistical purposes, the coal-tar dyes according to the above sub-groups.

The Chamber was subsequently informed by the Director-General that the necessary instructions had been issued to have synthetic indigo declared separately in the bills of entry and correctly classified in future, and in connection with the

suggestion that the sub-head Aniline Dyes might be split up into a number of sub-heads, he asked the Committee to furnish him with accurate definitions regarding the various items so that the relative importance of the trade in each of them might be determined for purposes of the proposed revisions. After consulting members interested the Committee supplied the Director-General with a note giving him the information he required. This note was published in the Excerpts from the Proceedings of the Committee during the month of December 1930 and, for purposes of record, will be reprinted in *Volume* II.

CLASSIFICATION OF COTTON PIECEGOODS IN SEA-BORNE TRADE AND NAVIGATION RETURNS.

The Director-General of Commercial Intelligence and Statistics in February pointed out to the Chamber that the imports of grey (unbleached) cotton piecegoods were classified in the sea-borne trade and navigation returns of British India under the following heads :—

Grey (Unbleached).—

(*a*) Plain Grey.—

Chadars.
Dhutis, Saris and Scarves.
Drills and Jeans.
Flannel and Flannelettes.
Jaconets including Madapollams, Mulls and Cambrics.
Longcloth and Shirtings.
Printers.
Sheetings.
T. Cloth and Domestics.
Unspecified descriptions.
Total Plain Grey.

(*b*) Bordered Grey.—

Chadars.
Dhutis, Saris and Scarves.
Drills and Jeans.
Flannel and Flannelettes.
Jaconets including Madapollams, Mulls and Cambrics.
Longcloth and Shirtings.
Printers.
Sheetings.
T. Cloth and Domestics.
Unspecified descriptions.
Total Bordered Grey.

Total Grey (unbleached), Plain and Bordered.

The Director-General added that the Cotton Tariff Officer who had to deal very exhaustively with statistics relating to cotton piecegoods in connection with his inquiry had suggested that the existing sub-heads of grey piecegoods under (1) Plain and (2) Bordered should be re-cast as below :—

1 *Grey* (*Unbleached*).—

(*a*) Plain Grey. –

Drills and Jeans.
Flannel and Flannelettes.
Jaconets, including Madapollams, Mulls and Cambrics.
Longcloth and Shirtings.
Printers.
Sheetings.
T. Cloth and Domestics.
Unspecified descriptions.
Total Plain Grey.

(*b*) Bordered Grey.—
Chadars.
Dhutis, Saris and Scarves.
Total Bordered Grey.
Total Grey (unbleached), Plain and Bordered.

The Director-General asked for the views of the Chamber on the advisability or otherwise of adopting the proposed changes in the sea-borne trade accounts of British India.

The question was referred to a special Sub-Committee consisting of Messrs. L. A. Halsall, P. Barker. W. J. Cullen, C. J. Meager and T. M. Zouros and a letter was subsequently addressed to the Director-General on the lines of the report of the Sub-Committee.

In this letter the Committee stated that the proposals of the Director-General met with their approval subject to the following reservations:—

(1) By the Merchandise Marks Act the description "flannel" could only be applied to pure woollen material, and flannel which was a mixture or made of cotton only must be described as "mixed" or "cotton" as the case might be. The item as worded would seem to be in order therefore as, by the main heading, it could apply only to cotton flannel. Under the proposed new tariffs the duty on cotton goods (other than British) would be higher than the general duty on woollens and the Committee drew attention to the consequent increased importance of all flannels being correctly described and classified in all returns.

(2) The Committee understood there were considerable imports into India of grey cloths with coloured woven borders

and printed transverse headings in lengths of 36 yards and over which were intended to be cut for use as dhuties. The Committee were not clear as to whether these goods would fall under (*a*) Unspecified descriptions or (*b*) Dhuties, Saris and Scarves, but were of the opinion that they should fall under (*a*) and that (*b*) should include only bordered greys imported in garment lengths or bordered greys in longer lengths divided by transverse woven (not printed) headings at intervals not greater than might be prescribed by the new Cotton Textile Industry (Protection) Bill when passed.

The Committee asked the Director-General to elucidate this point.

CLASSIFICATION OF COTTON GOODS IN MONTHLY SEA-BORNE TRADE AND NAVIGATION RETURNS.

The Director General of Commercial Intelligence and Statistics in October 1930 forwarded to the Chamber a copy of a letter he had received from the Bombay Millowners' Association suggesting that (1) the sub-heads under cotton twist and yarn shown in the monthly Sea-borne Trade Accounts might be curtailed as follows :—

1. *Grey* (*Unbleached*).—
   - (*i*) Nos. 1 to 30.
   - (*ii*) Nos. 31 to 40.
   - (*iii*) Above No. 40.
   - (*iv*) Two folds (doubles).
2. *White* (*Bleached*).
   - (*i*) Singles.
   - (*ii*) Two folds (doubles).
3. *Coloured.*—
   - (*i*) Singles.
   - (*ii*) Two folds (doubles).
4. *Mercerised.*

and (2) the existing classification of cotton piecegoods should be revised so as to show the following groupings:—

I.—Grey (unbleached).—

1. Plain grey.
2. Bordered grey.

II.—White (Bleached).

This heading should be sub-divided so as to show Dhoties, Sarees, Scarves separately. The headings would then be :—

1. Plain white.
2. Bordered white.

III.—Coloured, printed or dyed :—

Each of the main classifications should be separated and sub-divided into "Plain" and "Bordered."

The headings would then be :

1. *Printed goods.—*
   - (*a*) Unbordered
   - (*b*) Bordered (Bordered goods to include only garment goods such as Dhoties, Sarees, Lungis and Sarongs.)
2. *Dyed goods.—*
   - (*a*) Unbordered
   - (*b*) Bordered (Bordered to include only garment goods such as Dhoties, Sarees, Scarves. Lungis and Sarongs).
3. *Woven coloured goods.—*
   - (*a*) Unbordered.
   - (*b*) Bordered (Bordered to include only garment goods such as Dhoties, Sarees, Scarves Lungis and Sarongs).

The Director-General asked for the views of the Chamber as to the desirability or otherwise of adopting these changes in the monthly sea-borne trade accounts of British India.

After consulting the Import Sub-Committee the Committee informed the Director-General that they had no remarks to offer except that in the case of III –" Coloured, printed or dyed " the sub-division into bordered and unbordered appeared to be unnecessary.

INLAND TRADE STATISTICS.

(*See Report*, 1929, *Vol. I, page* 10.)

It was mentioned in the Chamber's report for 1929, that the question of the revision of the Indian trade statistics was informally discussed at the annual meeting of the Associated Chambers of Commerce of India and Ceylon in December 1929, more particularly in regard to the issue of statistics bearing on the inland trade.

The Director-General of Commercial Intelligence and Statistics in January 1930 informed the Chamber that it was proposed to publish each month a brief return showing the trade carried by rail and river between the different provinces of British India in certain staple commodities which he enumerated. It was also proposed to amplify the existing statistics in regard to the weekly arrivals into and despatches from the chief ports of a few staple articles by rail and river and the Director-General asked for suggestions in this connection.

The Committee referred the matter to a special Sub-Committee consisting of Messrs. A. Boller, M. Fox and

S. B. Samoilys, and in replying to the Director-General suggested—

(1) the inclusion of the following ports in the list of Trade Centres:—Bedi Bunder, Bhavnagar, Marmagao, Cocanada, Veraval, Cuddalore, Pondicherry, Porto Novo, Negapatam;

(2) that exports and receipts should be shown separately for each port, or, if this would entail too much extra work, that separate figures should at least be given for each principal port. The existing sea-borne trade and navigation returns showed in one figure the total exports from all ports;

(3) that Cotton Piecegoods should be divided into three heads, *i.e.*, European, Indian and Japanese piecegoods. In view of the growth of the Japanese trade within recent years the Committee felt that it would be useful if Japanese Piecegoods and Cotton Yarns were shown separately;

(4) that as imports of Artificial Silk Yarn and Vegetable products had increased greatly since 1920-21 these articles might usefully be included in the list. And also that the item "Matches" might be included.

In regard to the inland places selected for registration of trade movements the Committee found it difficult to make comments thereon in the absence of exact information regarding the areas which each particular place would, or ought to, cover.

BOMBAY INDEX NUMBER SERIES.

The Director-General of Commercial Intelligence and Statistics in July 1930 informed the Chamber that it was proposed that his Department should take over the compilation and publication of the Bombay Index Number Series

which were formerly prepared by the Labour Office, Bombay. The Director-General asked that the list might be examined and any suggestions for modification might be notified to him.

After consulting the Import and Shipping and Export Sub-Committees the Committee submitted the following comments :—

Cereals—Wheat—A large quantity of imported wheat had been ground in Bombay during recent years. The item "Wheat, imported" might be added.

Mauritius Sugar might be omitted as there was no prospect of it being imported under existing tariff conditions.

Oilseeds.—The following items should be added :—

(*a*) Groundnuts (Bold) per cwt. f.o.r. Bombay or ex-godown.

(*b*) Cotton Seed per cwt. f.o.r. Bombay or ex-godown.

(*c*) Copra per cwt. f.o.r. Bombay or ex-godown.

(*d*) Kurdiseed per cwt. f.o.r. Bombay or ex-godown.

Vegetable Oils.—The following items should be added :—

(*a*) Groundnut Oil, raw, filtered, per maund of 20 lbs. ex-mill.

(*b*) Cocoanut Oil, filtered, per maund of 20 lbs. ex-mill.

(*c*) Linseed Oil, filtered, per maund of 20 lbs. ex-mill.

(*d*) Gingelly Oil, filtered, per maund of 20 lbs. ex-mill.

Oil Cake.—The following items should be added—

Cocoanut Cake.

Gingelly Cake.

Other Textiles.—The following items might be added :—

Wool, raw, Bikanir (Vikanir).
„ „ Joria
„ „ Kandahar.
Wool manufactures :—
Woollen yarn.
Worsted yarn.

Coal, Bengal, First Class Jherria.—The Coal Grading Board classed all Bengal coal under the following heads :—

Raneeganj Field (High Volatile Coal).—
Selected Grade.
Grade I.
Grade II.

Jherria Field (Low Volatile).—
Selected Grade.
Grade I.
Grade II.

The Committee suggested that the wholesale market prices in Bombay and Karachi should be under the following headings :—

Selected Grade—Raneeganj Coal,
Selected Grade—Jherria Coal,

as there was a considerable difference between the two, not only in quality but in price.

At the request of the Director-General the Committee arranged to supply the former with the prices of the above mentioned commodities regularly every month.

MARKING OF GREY MULLS, ETC.

The Collector of Customs, Bombay, towards the end of December 1929 drew the attention of the Committee to the fact that certain imported piecegoods occasionally bore figures representing the reed and pick of the fabric but which had lost their original significance as indicating the density of weaving and were at the moment mere quality numbers. The Collector inquired what, in the opinion of the Chamber, was the practical significance to the trade of such marking and whether any material discrepancy would be likely to deceive an intending buyer.

The Committee carefully considered the matter in consultation with the Chamber's Import Sub-Committee and in replying to the Collector stated that they were of opinion that the figures referred to had little or no significance in the Bombay market, being generally regarded as quality numbers. The Committee were informed that this was a Calcutta style of marking and was originally confined to dhooties, but had gradually spread to other styles and other markets. Although possibly open to abuse when the numbers used approximated to the actual counts of the cloth, the Committee did not consider that intending customers were deceived and any action based on a contrary assumption would, in their opinion, unfairly penalize a *bona fide* style of stamping.

IMPORTS OF COPPER SULPHATE.

An inquiry was received from the Calicut Chamber in August 1930 as to the purposes for which Copper Sulphate was imported into Bombay and also the extent to which it was used for agricultural purposes.

After making inquiries among members interested the Committee informed the Calicut Chamber that it appeared that Copper Sulphate was used for agricultural purposes as a germicide or insecticide. It was used in the preparation of burgundy mixture for spraying against mildew on grape vines, mangoes, roses, etc. It was also used for steeping jowar seed against smuts. It was further used in the textile industry in dyeing and in the leather industry, and was also used in fairly large quantities in pigments. Small quantities were generally dissolved in the whitewash and distemper used in Indian houses and the articles was also used for electric batteries and electrolytic baths. The Committee added that it was very difficult to ascertain exactly what proportion of the imports were used solely for agricultural purposes, but taking 5 tons as the approximate quantity imported into Bombay per month a fair, though not necessarily very accurate, distribution would be somewhat as follows :—

1 ton for dyeing, leather tanning and similar purposes;

1½ tons for electrical purposes, copper plating, etc.; and

2½ tons for agricultural purposes, especially for prevention of disease and germs on plants and trees, particularly of the fruit-bearing variety.

HIDES CESS ENQUIRY COMMITTEE.

(See Report, 1929, Vol. I, page 139.)

The Hides Cess Enquiry Committee to which a reference was made in the Chamber's Report for 1929, submitted their report to Government in September 1930. The principal recommendations of the Committee were the levy of a cess of one per cent. on the exports of raw hides and raw skins which it was expected would yield seven lakhs of rupees per annum,

and the creation of a permanent Cess Committee to administer it. The Committee were opposed to a cess on tanned goods whether finished or not.

VISIT TO THE CHAMBER OF THE CHIEF COMMISSIONER OF RAILWAYS.

Mr. T. Guthrie Russell, Chief Commissioner, accompanied by Mr. A. A. L. Parsons, C.I.E., I.C.S., Financial Commissioner of Railways, visited the Chamber on the 17th September 1930 and informally discussed the following subjects with the Committee :—

1. Standard Form of Railway Contract.
2. Reduction in Railway Freight Rates on Cotton.
3. Provision of licensed warehouses.
4. Acceptance of Banker's Guarantee Bond as security for fulfilment of contract.

INDIAN RAILWAY CONFERENCE ASSOCIATION.

The Indian Railway Conference Association in September 1930 informed the Chamber that the following subjects would be discussed at the next meeting of the Commercial Committee to be held on and from the 6th October 1930 and asked for the Chamber's views on the proposals :—

1. Mileage coupons for mercantile firms ;
2. Free allowance on luggage (articles not accepted as luggage) ;
3. Conveyance of calves, pigs, sheep and goats ;
4. Rate for card cans in parts for mill use ;
5. Rate for caustic coke ;
6. Rate for Merry-go-rounds ;

7. Rate for Asphalt, Mexphalte, Spramex, Asphaltic Road Oil, Colas ;
8. Rate for Confectionery by passenger train.

In reply the Committee stated that they had no special comments to make in regard to the subjects under reference but that they would welcome any action that could be taken to give facilities or concessions to commercial interests in the existing difficult times.

RAILWAY FINANCE.

The following resolution was adopted at the annual general meeting of the Associated Chambers of Commerce of India and Ceylon held at Bombay in December 1929 :—

"That in view of the continual necessity of expanding railway communications throughout India, this Association is of opinion that the funds at the disposal of the Railway Board should be ordinarily expended upon the construction of new lines, rather than employed for the purchase of systems already in existence."

A copy of the Resolution was duly sent to the Government of India with an enquiry as to what action, if any, Government proposed to take in respect of the Resolution.

In reply the Government of India drew the Associated Chamber's attention to the statement made by the Hon'ble Sir George Rainy when speaking on the Resolution to the effect that due and full weight would be given, as each occasion for terminating a contract of a company managed railway arose, to all that could be urged for the view that the purchase would mean the sacrifice of railway development.

A similar resolution was submitted to and adopted by the annual general meeting of the Associated Chambers held at Calcutta on the 15th December 1930.

INDIAN RAILWAYS ACT, 1890.

PROPOSED AMENDMENT.

In December 1929 the Secretary of the Railway Rates Advisory Committee forwarded to the Chamber a copy of a Press *communiqué* issued by him on the 29th November 1929 inviting the public, including commercial bodies, Chambers of Commerce, the trading community and others interested in the subject, to send him any suggestions that they might have to offer regarding the amendment of the Indian Railways Act, 1890, more particularly with regard to the carriage of goods and passengers.

Copies of the Press *communiqué* were circulated among members on the 16th January 1930 with a request to send to the Chamber any suggestions that members might desire to put forward in the above connection.

At a later date the Committee submitted to the Secretary, Railway Rates Advisory Committee, the following suggestions which had been received :—

(1) Chapter III of the Act was entitled 'Construction and Maintenance of Works.'

The question arose in what cases, if any, was it necessary for Government to acquire land for the Railway purposes set out in the Chapter ? The Chapter itself did not afford a satisfactory answer and though in many cases Government had acquired land for purposes of the Chapter it might reasonably be argued that such acquisition was unnecessary and that the purposes could have been effected without acquisition. The meaning of the Chapter on this point was far from clear and in any re-drafting it should be made clearer.

(2) Section 77, read with Section 3 (6) and Section 140, had been held by the Courts, especially in Bombay, to

mean that notice must be served on the Manager of the Railway and on no other, and suits had been dismissed even where the head of the Claims Department had been dealing with the claim and had entered it in the Railway Register of Claims, on the ground that the formal notice had not been served on the Agent or the Manager but on the General Traffic Manager. The Madras High Court did not agree with this view and it was obvious that such a defence was really dishonest though technically permissible. These sections should be re-drafted so as to make such a defence impossible.

(3) The Committee had in the past addressed the Railway Board on the subject of passengers travelling without tickets. In spite of more stringent measures that had been introduced into the methods and frequency of ticket checking the Committee understood that the loss of revenue to the Railways caused by travelling without tickets was considerable. The penalty for offences of this nature might be increased.

(4) The nuisance caused by hawkers and beggars in the Suburban services of this city had long been a cause of complaint. It was understood that one of the obstacles encountered by the Railway Authorities in dealing with it was the difficulty of securing persons to give evidence before Magistrates and the fact that when a case was eventually taken to Court, the offender was let off with a warning. The Railway Board had, it was understood, come to the conclusion that no amendment of the Act was necessary in this instance and that the nuisance could be dealt with by the publication of the following rule :—

Unauthorised Hawkers.—Except under and in conformity with the terms and provisions of a license granted by the Railway Administration in that behalf, any person hawking or exposing for sale on any

train, station, platform or premises, any article whatever, is liable to a penalty of Rs. 50 in addition to the forfeiture of any fare which he may have paid, and of any pass or ticket which he may have obtained or purchased and may be removed from the Railway by any Railway servant.

In the event of the Act being amended the provisions of the above rule might be included.

(5) Section 47 provided, *inter alia*, for the making of rules for regulating the conditions on which the Railway Administrations should carry passengers suffering from infectious or contagious diseases, and Section 71 gave the Railway Administrations the power to refuse to carry persons suffering from infectious or contagious diseases; but it did not appear that Railway Administrations had the right to remove forthwith from their premises any person suffering from an infectious or contagious disease. It was suggested that the Act might be tightened up in this respect.

The Committee also addressed the Railway Rates Advisory Committee strongly supporting a suggestion of the Bengal Chamber that the question of giving the railways wider powers for running motors as feeder services might be thoroughly examined. The Committee agreed with the Bengal Chamber that the existing restrictions both for State as well as Company managed railways should be removed.

In this connection the following resolutions were unanimously adopted at the annual general meeting of the Associated Chambers of Commerce of India and Ceylon held at Calcutta on the 15th and 16th December 1930 :—

"That Government should take such steps as may be necessary to amend the Railways Acts of 1879 and 1890 in order to permit both State and Company managed Railways to own and operate motor and/

or air services as subsidiary services to existing railway systems without any restriction in regard to carrying passengers or goods "carried or to be carried on the railway".

"That the Railway Board be urged to seek the co-operation of Provincial Governments in securing powers to construct and maintain feeder roads, over which the Railways would be given rights of control of transport for a limited period, at the expiry of which the roads would revert to the Provincial Government."

The Committee also passed on to the Railway Rates Advisory Committee for such action as the latter might deem necessary copies of correspondence exchanged with a member in regard to the question of the inclusion of cast-iron baths in a special class or category whereby insurance of such baths could be effected with the Railways against loss or damage in the same way as "excepted articles" were insured.

In October 1930 the Railway Rates Advisory Committee informed the Chamber that Sir B. N. Sarma, K.C.S.I., President and Mr. A. W. Parsons, V.D., Railway Member of the Railway Rates Advisory Committee proposed to visit the Chamber in January 1931 for an informal discussion in regard to the amendments suggested by the Chamber.

As it appeared to the Committee that in addition to the amendments previously suggested there were probably other directions in which the Act might with advantage be amended in connection with matters of commercial interest, they appointed a Special Sub-Committee consisting of Mr. C. N. Caroe, Mr. D. J. Castelli, Mr. A. Forrington, Mr. J. Morf and Mr. E. C. Reid to go into the matter and members were requested to submit any further suggestions that might occur to them in order to assist the Sub-Committee in preparing a case for submission to the Railway Rates Advisory Committee.

At the time of writing this report the matter was under the consideration of the Sub-Committee.

ACCEPTANCE BY RAILWAYS OF BANKERS' GUARANTEE BONDS AS SECURITY FOR FULFILMENT OF CONTRACTS.

Intimation was received from the Railway Board in September 1930 to the effect that instructions had been issued by the Board to State managed Railways to accept guarantee bonds of recognized banks as security for the due fulfilment of contracts. A copy of the form of guarantee to be used is quoted below:—

FORM OF GUARANTEE BOND.

In consideration of your having at our request agreed to accept this Bank's guarantee in lieu of cash deposit required by you from _____ for the due fulfilment by them of the contract placed with them by you for the delivery of _____ during the period of _____ _____ commencing from _____ hereby undertake on behalf of the said _____ to pay you on demand during the period of the aforesaid contract (or within six months thereafter) when called upon to do so the sum of Rs. _____ to compensate you for any loss or damage caused to you by the neglect, omission, or breach by the said _____ of any of the terms of the said contract. We further undertake not to revoke this guarantee except with your consent.

BOMBAY-SIND CONNECTION RAILWAY.

(*See Reports*, 1906, *page* 44; 1907, *page* 31; 1908, *page* 43; 1922, *Vol. I*, *page* 164; 1929, *Vol. I*, *page* 163.)

A note on the history of this project will be found in the preliminary issue of the Chamber's report for 1929, page 163.

In reply to an inquiry by the Chamber's representative in the Council of State in February 1930, as to when Government proposed to take up the Bombay-Sind connection the Commerce Member stated that the Government of India and the Railway Board fully recognized the importance of this line and they had given a great deal of attention to it in recent years. A provision had been made in the budget for making the final survey and the preparation of detailed estimates during the current year." The Commerce Member added that as soon as Government found themselves in a position to initiate important new construction projects the Bombay-Sind connection would undoubtedly be one of the first they should consider.

In this connection the Committee in March 1930 had an informal interview with Mr. A. Dale Green, officer on special duty with the Railway Board, for the purpose of discussing the Government of India's scheme for a broad-gauge connection *via* Badin and Viramgaum and an alternative proposal put forward by the Jodhpur Darbar for a metre-gauge line from Barmer to Palanpur. After hearing Mr. Dale Green and putting a number of questions the Committee decided that, while on general grounds from the point of view of the convenience of passengers and the speedy movement of goods traffic they would favour the broad-gauge scheme, they were not competent to judge of the technical and financial issues involved and therefore declined, with the information before them, to express an opinion one way or the other, but they would await the issue of the report which Mr. Dale Green was understood to be preparing on the subject.

A notice appeared in the press in July 1930 to the effect that the Government of India had sanctioned the final location survey being carried out by the Agency of the North Western

Railway Administration for a line of Railway on the broad gauge from Badin to Viramgaum, a distance of about 268 miles.

PENALTY CLAUSE IN STATE RAILWAY CONTRACTS.

(*See Report*, 1929, *Vol. I, page* 158.)

It was mentioned in the Chamber's Report for 1929 that the Railway Board had deputed a special officer to examine cases placed before him by the members of the Calcutta Import Trades' Association and the Indian Engineering Association in which the enforcement of penalties was considered to have been unreasonable. In a letter addressed to the above-mentioned Associations on the 8th May 1930 the Railway Board stated that as a result of the investigations the Board had directed the refund to certain firms of penalties, the imposition of which was not, in their view, necessary. The complaints related almost entirely to the North Western Railway and steps had been taken to bring the procedure in this matter on that railway into line with the procedure on other State-managed railways. The Railway Board added that in their opinion sufficient time had been allowed to all firms concerned to represent such cases as they wished to be examined, that the special officer's investigations, except for any cases pending with him, were therefore terminated, and that the Railway Board would not undertake to reopen further past cases.

SPECIAL CONDITIONS OF CONTRACT FOR RUNNING TENDERS OF THE INDIAN STORES DEPARTMENT.

Letters were received early in the year from several members of the Chamber drawing attention to the fact that

the following clause had been inserted in running contracts of the Indian Stores Department :—

"If during the tenure of this contract the cables of sizes specified therein are supplied by the contractor to any public body at lower rates than specified in the contract, the contract price shall be reduced correspondingly from the date any reductions in prices are made."

It was contended that it was not in accordance with the usual intention of a commercial contract between buyer and seller that the latter should be called upon to give the former the benefit of any reduction in market prices which might take place during the period of the contract, unless the seller for his part stood to benefit correspondingly by any rise in prices which might take place during the period.

The President took the opportunity of a visit to Bombay of Mr. Brayshay of the Railway Board to discuss the question with him and later in addressing the Chief Controller of Stores in the matter the Committee expressed the hope that the point would be given due consideration when the question of the adoption of a standard form of contract for all Government purchasing departments was being examined.

The Committee were informed in June 1930 that the Chief Controller of Stores had decided to withdraw from all existing contracts and to exclude from future contracts the special clause in question.

STANDARD FORM OF GOVERNMENT CONTRACTS.

(*See Report*, 1929, *Vol. I*, *page* 158.)

In a letter addressed by the Deputy Director, Railway Board, to the Associated Chambers in October 1930, it was

stated that the State Railways standard contract forms were in proof form and under final examination before issue and that the forms of contract in use in the Indian Stores Department had been standardized. It was added that an arbitration clause had been included in the Indian Stores Department forms, but the *force majeure* clause was still under consideration by the Government of India, and any addition to the Indian Stores Department standard forms that might be found necessary would be made when a decision was arrived at.

The Associated Chambers requested the Railway Board to furnish them with copies of these standardized forms so that they might be placed before the Chambers for examination prior to final adoption.

The Railway Board, however, in reply stated that they did not consider it desirable or necessary that the standard contract forms should be placed before the Associated Chambers for examination prior to final adoption. It was added that members of the Board had, during the year, taken every opportunity of discussing the principles underlying the preparation of the standard forms with various Chambers.

RAILWAY FREIGHT ON LUBRICATING OIL.

(*See Report*, 1929, *Vol. I*, *page* 146.)

It was mentioned in the Chamber's Report for 1929 that the Committee in reply to an enquiry from the Associated Chambers of Commerce of India and Ceylon stated that they were not in favour of the Association pressing for the reduction in railway freight on lubricating oil while the question of freight on fuel oil remained unsettled. The Committee suggested that if the Punjab Chamber, who had raised the

question, considered that the interests of its members were seriously affected it should take the matter up direct with the railways.

The Associated Chambers in February 1930 in forwarding to this Chamber copies of the replies that had been received from the various Chambers to their enquiry stated that in view of the marked difference of opinion among the Chambers the President felt it was not expedient for the Association to take action and suggested that the Punjab and Karachi Chambers might consider the desirability of making representations locally to the railways regarding the position so far as they individually were concerned.

RAILWAY FREIGHT RATES ON HOSIERY.

In May 1930 the attention of the Committee was drawn by a member to the wide difference that existed between the railway freight rates on hosiery from Bombay to Madura as compared with those from Madura to Bombay. The rate from Bombay to Madura for piecegoods, which included hosiery and yarn, was Rs. 1-10 per maund, but in the case of the reverse journey the rate for yarn was Rs. 1-10 per maund while for piecegoods it was Rs. 3-4-6. In addressing the Agent of the South Indian Railway on the question, the Committee stated that they were unable to appreciate why the charge one way should be double that for the same class of goods going in the opposite direction. The trade in hosiery from Madura was, the Committee believed, fairly large, but the manufacturers of the goods were greatly handicapped owing to the high railway freight and they found it difficult to compete in the Bombay market against goods imported from other sources. Under the circumstances the

Committee asked the Agent to give this question his favourable consideration and see his way to reduce the station-to-station rate for piecegoods, including hosiery, from Madura to Bombay to the level of the rate charged for yarn, viz., Rs. 1-10 per maund.

Intimation was received in September 1930 from the Railways concerned that with effect from 1st October 1930, the existing special rate of Rs. 1-10-0 per maund at owners' risk for cotton or woollen yarn in bales, etc., from Madura to Bombay (*via* Arkonam and Raichur) would apply generally to cotton, woollen or artificial silk piecegoods (including hosiery) in press packed bales, etc., from Madura to Bombay.

RAILWAY FREIGHT ON COTTON AND OTHER AGRICULTURAL PRODUCTS.

(*See Report*, 1928, *Vol. I*, *page* 160.)

The following resolution was proposed by the Karachi Chamber, supported by this Chamber and carried unanimously at the annual general meeting of the Associated Chambers of Commerce of India and Ceylon held at Calcutta on the 17th and 18th December 1928:—

"That this Association strongly urges on Government the necessity for a substantial reduction in railway freight rates on cotton which have never been revised since the war and post-war increases were imposed."

At the annual general meeting of the Associated Chambers held in Bombay on the 16th and 17th December 1929, the following resolution was adopted unanimously:—

"That in view of the financial position of the cotton grower having gone from bad to worse this Association again strongly urges on Government the necessity of a substantial reduction in railway freight rates on cotton."

The resolution was duly submitted to the Railway Board for favourable consideration. The latter, however, informed the Associated Chambers that they are unable to advise Railways to consider the question of reducing their freight rates for cotton.

At the annual general meeting of the Associated Chambers held on the 15th and 16th December 1930, the following resolution was adopted :—

"That this Association again impresses upon Government the urgent necessity of substantial reductions in railway freight rates on all agricultural products."

GOODS TRAFFIC TERMINAL FACILITIES IN BOMBAY.

(*See Reports*, 1904, *pp.* 127, 517 ; 1907, *pp.* 46, 271 ; 1925, *Vol. I, page* 172.)

The Railway Board in October 1930 informed the Chamber that they had, after careful consideration, accepted the recommendations made by the G. I. P., B. B. & C. I. and Bombay Port Trust Railway administrations on Mr. Lloyd Jones's proposals in regard to the provision of terminal goods traffic facilities at Bombay. Briefly put these recommendations were :—

Proposals of Mr. Lloyd Jones.	Recommendations of the B. B. & C. I. Railway, G. I. P. Railway and Bombay Port Trust Railway.
(1) To concentrate all sorting of wagons in a single yard at Kurla.	We do not consider the provision of a Central yard at Kurla is the solution of the traffic problem in Bombay, nor would the savings justify the capital expenditure involved. The G. I. P. Railway have put forward a scheme for the construction of a Down yard at Kurla which will greatly improve traffic working, and we recommend that the construction of this yard should be taken in hand as soon as possible.

Proposals of Mr. Lloyd Jones.	Recommendations of the B. B. & C. I. Railway, G. I. P. Railway and Bombay Port Trust Railway.
(2) To form a Central Control or Operating Division.	We do not recommend the formation of a Bombay Goods Division but consider that the desired co-ordination would be attained by the appointment of a Standing Committee of Administrative Officers of the Transportation and Commercial Departments of the three Railways.
(3) To distribute the total cost of working the goods traffic equitably between each of the Railways and the Port Trust.	The function of this Committee would be to ensure closer co-operation between the three Administrations with a view to co-ordinating and improving the movement of traffic and, in cases in which larger issues were involved to put forward such recommendations as they had to make for consideration by the Heads of the three Administrations. This Committee to be assisted by a sub-committee of Executive Officers. These Committees would not merely assist to economize effort, but would also provide a means whereby future developments could best be considered with regard to efficient handling of the Bombay railborne traffic as a whole. We therefore recommend the appointment of these Committees.
(4) To economise movements by using the wagons indiscriminately.	We agree that steps should be taken to introduce the indiscriminate use of pooled wagons. The Port Trust Railway are already in communication with the Director of Wagon Interchange on this subject.
(5) To concentrate wagon examination in one yard.	We recommend that after the introduction of the indiscriminate use of wagons, an attempt should be made to bring in neutral examination at Wadala and Dadar.

SERVANTS' COMPARTMENTS IN RAILWAY UPPER CLASS COACHING STOCK.

(*See Report*, 1929, *Vol. I, page* 160.)

It was mentioned in the Chamber's Report for 1929 that the question of the abolition of servants' compartments in upper class coaching stock was under further consideration by the Railway Board but in the meantime the orders in this connection were not to apply to the G. I. P. Railway building programme for 1929-30.

At the annual general meeting of the Associated Chambers of Commerce of India and Ceylon, held in Bombay on the 16th and 17th December 1929, the following resolution was moved on behalf of this Chamber and carried unanimously :—

"That in view of the serious inconvenience likely to be caused to passengers and their servants by the proposed abolition of servants' compartments in railway upper class coaching stock, the Association strongly urges on the Government of India the desirability of retaining such compartments and also of providing them with lavatory accommodation."

A copy of the resolution was in due course submitted to the Railway Board for favourable consideration. The Associated Chambers subsequently forwarded to the Chamber a copy of a letter received from the Railway Board in which it was stated that the Board had issued instructions to State-managed railways that :—

(*i*) Servants' compartments might be provided in designs for non-corridor upper class coaches.

(*ii*) Lavatory accommodation must be provided in servants' compartments of all new upper class coaches which were likely to be employed on

services running over 50 miles between start and destination. Servants' accommodation in other coaches must have access to a lavatory without occupants having to leave the train.

(*iii*) Lavatories should be provided in servant's compartments of existing upper class coaches which were likely to be employed on services running over 50 miles between start and destination.

This work should be completed within the next three years.

ROAD DEVELOPMENT IN INDIA.

(*See Reports*, 1926, *Vol. I*, *page* 164; 1927, *Vol. I*, *page* 201; 1928, *Vol. I*, *page* 6; 1929, *Vol. I*, *page* 212.)

The following resolution arising out of the Report of the Indian Road Development Committee was passed by the Council of State on the 4th March 1930. A similar resolution was passed by the Legislative Assembly on the 4th February 1930.

"This Council, after taking into consideration paragraphs 70 to 79 of the Report of the Indian Road Development Committee, recommends to the Governor-General in Council that:

(1) The increase in the import and excise duties on motor spirit from 4 to 6 annas per gallon, introduced by the Indian Finance Act for the current year, shall be maintained for a period of five years in the first instance;

(2) The proceeds of the additional duty during the same period after deducting such amounts as may be required for grants-in-aid to users of petrol for aviation purposes according to rules issued by Government on a scale not exceeding the additional duty on petrol actually consumed for such purposes shall be allotted as a block grant for expenditure on road development to be credited to a separate

road development account, the unexpended balances of which shall not lapse at the end of the financial year;

(3) The annual grant shall be divided as follows :—

(*a*) A certain proportion shall be retained by the Government of India as a reserve, and such proportion shall be 10 per cent. for the two years ending March 1931, and the position shall be reviewed thereafter and the balance, if any, on 31st March 1931, or any subsequent date of review, which is not required for the purposes approved in paragraph 75 of the Report, shall be distributed among the Governor's provinces and the Government of India in the manner provided for the remainder in sub-clause (*b*);

(*b*) Out of the remainder—

(*i*) An apportionment shall be made among the Governor's provinces in the ratio which the consumption of petrol in each such province bears to the total consumption in India in the preceding calendar year;

(*ii*) The balance representing the consumption of petrol in provinces other than Governor's provinces, administered areas and Indian States, shall be allotted as a lump sum to the Government of India;

(4) If any part of the amount apportioned to a Governor's province in any financial year remains unexpended at the end of that year, it shall be carried over for expenditure in that province in the following year;

(5) Grants shall be made to each Governor's province, up to the amount available for it in each year, for expenditure on schemes approved by the Governor-General in Council with the advice of the Standing Committee for Roads. As an exception to this rule, the amount available for Burma may, for the present, be spent on any scheme of road development that is approved by the Local Government with the concurrence of the local legislature; but if at any future time the question of road connection with India becomes a live issue the position shall be reconsidered;

(6) A Standing Committee for Roads shall be constituted every year after the financial year 1929-30 consisting of one nominated official member of the Legislative Assembly, a second nominated official member, three members elected by the Council of State from their body and six members elected by the Legislative Assembly from their body. The Member of the Governor-General's Executive Council

in charge of the Department that deals with roads shall be the Chairman of the Committee ; and the members of the Committee who are members of the Legislative Assembly shall form its Finance Sub-Committee which shall be presided over by the Chairman of the Committee if he is a member of the Legislative Assembly, and otherwise by the official member of the Committee who is a member of the Legislative Assembly.

(7) The functions of the Standing Committee for Roads including that appointed in pursuance of the motion adopted in the Legislative Assembly on the 2nd September 1929, shall be—

(*i*) To consider the annual budget and accounts of the separate road development account of the Government of India ;

(*ii*) To consider all proposals submitted by Governments of Governor's provinces to the Government of India for which grants from the road development account are requested ; provided that the function of the Standing Committee and of its Finance Sub-Committee shall be confined to determining whether the scheme is one for which an allotment from the Central Road Development Account should be made :

(*iii*) To advise the Government of India generally on all questions relating to roads and traffic on roads and, in particular, on—

(*a*) any action to be taken by the Government of India on the proceedings of periodical Road Conferences ;

(*b*) central research in all matters connected with roads, road construction and maintenance :

(*c*) statistics and intelligence, the preparation and publication of maps, and the collection and dissemination of information relating to road development, administration and finance in India and in other countries ;

(*d*) proposals other than those relating to Indian States on which it is desired to incur expenditure out of the portions of the annual grant referred to in clauses (3) (*a*) and (3) (*b*) (*ii*) ;

(8) All proposals for expenditure from the annual grant or its accumulated balance shall be transmitted by the Standing Committee to its Finance Sub-Committee for approval before recording its final acceptance ; and the Standing Committee shall not record its acceptance to any such proposal unless it has received the approval of the Sub-Committee."

PROPOSED STANDARDIZATION OF MOTOR VEHICLE LICENSING AND TAXATION RULES.

The Chamber was invited in January 1930 to nominate a representative to serve on a Committee that had been formed under the auspices of the Indian Roads and Transport Development Association for the purpose of preparing a set of model rules for the licensing and taxation of motor vehicles to be recommended for adoption throughout India.

The Committee consisted, in addition to the nominee of the Chamber, of representatives of the Western India Automobile Association, the Indian Roads and Transport Development Association, the Motor Manufacturers' and Importers' Association and the Bombay Police.

Mr. Edward L. Jones of Messrs. Dunlop Rubber Co. (India), Ltd. was nominated to serve as the Chamber's representative.

The Motor Vehicle Rules Standardization Committee, as they were called, submitted sets of draft rules to the Government of India in May and June 1930 and forwarded copies to this Chamber. The draft rules were referred to a special Sub-Committee consisting of Mr. J. B. Greaves, Mr. C. F. Buser and Mr. J. A. D. Naoroji who submitted a lengthy report commenting on the draft rules in detail. The Committee of the Chamber addressed the Motor Vehicles Rules Standardization Committee on the lines of the Sub-Committee's report. (*Volume*)

FEES FOR MOTOR LICENSES, ETC.

In the *Bombay Government Gazette* of the 2nd January 1930, the Government of Bombay published certain draft

notifications under which it was proposed to increase the fees at present charged for Motor driving licenses and registration of motor vehicles. The following statement shows the then existing as compared with the proposed charges :—

(1) *Bombay Motor Vehicle Rules*, 1915.

Rules 3.—Fees for licenses and permits :—

	Existing Charges.	*Proposed Charges.*
	Rs. a. p.	Rs. a. p.
For a temporary permit	2 0 0	Same.
„ a driving license	10 0 0	20 0 0
„ each renewal of a driving licence.	2 0 0	5 0 0
„ a duplicate license	1 0 0	Same.

In the event of a person holding a temporary permit being granted a driving license, the fee paid for the temporary permit shall be so adjusted as to form part of the fee for the driving license.

Rule 7.—Fees for registration :—

	Existing	*Proposed.*
	Rs. a. p.	Rs. a. p.
For Motor Cycles	4 0 0	10 0 0
„ Motor Vehicles of two tons and under.	16 0 0	40 0 0
„ Motor Vehicles exceeding two tons.	32 0 0	80 0 0

Traction engines used solely for agricultural purposes are registered free of charge ; steam rollers, fire engines and fire escape tenders need not be registered.

Renewal of registration certificates :—

	Existing	*Proposed.*
		Rs. a. p.
Motor Cycles	None	8 0 0
Motor vehicles of two tons and under.	„	32 0 0
Motor vehicles exceeding two tons:	„	64 0 0

(2) *Public Conveyances (Motor Vehicles) Rules, 1922.*

	Fees.	*Existing*	*Proposed.*
		Rs. a. p.	Rs. a. p.
20.	For Owner's permit	.. 5 0 0	Same.
	„ „ „ duplicate ..	.. 2 8 0	Same.
21.	„ Driver's „ ..	.. 5 0 0	10 0 0
	„ „ „ renewal ..	.. 2 8 0	6 0 0
	.. „ „ „ duplicate ..	.. 2 8 0	2 8 0

The Committee addressed the Government of Bombay and strongly opposed the increased fees as they considered them excessive and in particular they protested against the proposed charges for the renewal of licenses and registrations. In doing so the Committee stated that they understood that the proceeds of the proposed increased motor vehicle fees would not be earmarked for road improvement but would go to enhance the general revenues of the Government of Bombay, and they pointed out that in announcing the reduction in the import duty on motor cars and tyres in 1927 the Hon'ble Finance Member suggested that Provincial Governments might take the opportunity "to impose Provincial taxation on the users of motor cars for the improvement and development of their systems of road communication." The Committee held that, generally speaking, additional taxation on motor vehicles should be confined to this purpose and furthermore that it should be so devised as to bear chiefly on those vehicles which did most damage to roads, *viz*,, lorries and other heavy vehicles. On these grounds they most strongly protested against the proposals for the enhancement of fees under the Motor Vehicle Rules and drew attention to the fact that in their comments on the report of the Indian Road Development Committee they had expressed the opinion that such fees should only cover the cost of administration.

The Committee added that they were fully aware of the financial position of Government and would be prepared to support any reasonable proposals which, in the words of His Excellency the Governor at the annual meeting of the Associated Chambers of Commerce of India and Ceylon, " would definitely terminate the series of deficits which have marred the Presidency's financial history."

The Committee, later, again addressed the Government of Bombay, strongly supporting a representation by the Western India Automobile Association requesting that registration certificates for motor vehicles should be valid for 12 months from the date of registration or if it was deemed necessary to continue the practice of having a fixed date on which all such certificates should expire, then the fee should be charged at a proportionate rate per quarter, as was done in the United Kingdom.

On the 27th October 1930, the Government of Bombay published the following draft notification :—

DRAFT NOTIFICATION.

In exercise of the powers conferred by section 11 of the Indian Motor Vehicles Act, 1914 (VIII of 1914), the Governor in Council is pleased further to amend the Bombay Motor Vehicles Rules, 1915, published in Government Notification in the Judicial Department. No. 8216, dated the 10th December 1915, as follows, namely :—

(1) In rule 7 of the said rules add the following to the first sentence :—

" and shall be recoverable as stated in rule 7-C below."

(2) after rule 7-B, the following rule 7-C shall be added :—

" 7-C. When a motor vehicle is registered for the first time, the registration fee leviable shall consist of an initial fee equal to one-fifth of the full registration fee plus as much again per quarter for the

number of quarters intervening between the date of registration and 31st August. In calculating the number of quarters that are still to run a period of less than a month shall not be taken into account and a fraction of a quarter consisting of not less than one month shall be considered as a complete quarter.

Thus, if a motor car weighing two tons or under, unladen, is registered for the first time in the months of September or October, the fee payable shall consist of an initial fee of Rs. 8 *plus* Rs. 32 for four quarters, *i.e.*, full registration fee of Rs. 40; if it is so registered in the months of November, December or January the fee payable shall consist of an initial fee of Rs. 8 *plus* Rs. 24 for three quarters, *i.e.*, Rs. 32 and so on.

When a car is registered in August, the initial fee of Rs. 8 only shall be charged for the period intervening between the date of registration and the 31st August following. A renewal fee of Rs. 32 shall also be charged at the same time, to cover renewal of registration up to the 31st August of the next year and both certificates (*i.e.*, the certificates of registration and renewal of registration) shall be issued simultaneously.

The fee leviable on motor cycles and heavy motor vehicles shall be similarly calculated."

PARKING OF CARS IN THE STREETS OF BOMBAY.

In June 1930 the Deputy Commissioner of Police asked for the views of the Chamber on the following draft amendment of the rules framed by the Commissioner of Police under sub-clause (*c*) of sub-section (1) of Section 22 of the City of Bombay Police Act, 1902 :—

DRAFT AMENDMENT.

After rule 4 of the said rules the following rules 5 and 6 shall be inserted, namely :—

5. No person shall allow any vehicle of which he is in charge to remain standing for a period of more than 30 minutes on the following streets :—

(1) Esplanade Road from Flora Fountain to Rampart Row.

(2) Hornby Road from Flora Fountain to Bori Bunder.

(3) Medows Street.

(4) Churchgate Street (East from Flora Fountain to St. Thomas's Cathedral.)

(5) Shaik Memon Street.

(6) Queen's Road.

(7) Kalbadevi Road.

(8) Girgaum Road.

(9) Cavel Street.

(10) Bhuleshwar Road.

(11) Abdul Rehman Street.

(12) Nagdevi Street.

(13) New Queen's Road.

(14) Lamington Road from Queen's Road to Sandhurst Road.

6. No person shall allow any vehicle of which he is in charge to stand or halt on the following streets :—

(*i*) Hornby Road between the west footpath and the tramway shelter opposite Bhatia Bagh.

(*ii*) Hornby Vellard.

The Committee informed the Deputy Commissioner of Police that they approved of the proposals contained in the draft notification.

BOMBAY TELEPHONE COMPANY, LTD.

Proposed Message Rate System of Charges.

(*See Reports*, 1920, *Vol. I, page* 136; 1921, *Vol. I, page* 119; 1922, *Vol. I, page* 201 ; 1923, *Vol. I, page* 4 ; 1925, *Vol. I, page* 189; 1926, *Vol. I, page* 219; 1927, *Vol. I, page* 156.)

The Committee towards the end of 1929 received several inquiries from members and others in regard to the request of the Bombay Telephone Company, Limited, to subscribers

to sign new contracts which included a clause giving the Company an option to change the system of charges on serving the parties with six months' previous notice. Objections were raised to signing the contract as it was suggested that by so doing it could be implied that the subscriber approved of a message rate system of charges.

The General Manager of the Bombay Telephone Company, Limited, in reply to a reference from the Chamber, summarized the position as follows:

(1) The signing of the contract in no way implied that a subscriber approved of a message rate system of charges.

(2) As was normal in all agreements for hire, each party had the right to determine the contract by due notice in accordance with the terms thereof.

(3) The terms on which the Company could and did offer the telephone service to the public were controlled by the conditions of the License from the Government of India under which the Company operated.

(4) The clause in the contract relating to the possible introduction of a message rate system of charges in no way affected the position of subscribers who were already subject to this condition, all subscriptions for the last four years having been paid upon that condition.

The Committee were satisfied that the above correctly represented the position. They were, however, subsequently informed by the Bombay Telephone Company that as there was no expectation of the message rate system of charges being introduced in the near future the Board of the Company no longer felt it necessary to include in contracts the clause relating to the possibility of its introduction and it had accordingly been deleted. In the event, however, of changed circumstances making it desirable from the Company's point of view to re-introduce the clause, the Company would do so.

GOVERNMENT TELEPHONE CHARGES.

(*See Report*, 1929, *Vol. I*, *page* 166.)

In May 1930 the Associated Chambers of Commerce of India and Ceylon forwarded to this Chamber a copy of a letter that had been received from the Northern India Chamber drawing attention to the charges levied by the Indian Posts and Telegraphs Department for shifting telephones, which had recently been increased. The Northern India Chamber asked the Associated Chambers to approach the Director-General of Posts and Telegraphs with a view to the withdrawal of the revised scale, if the other constituent Chambers agreed.

The Committee in reply stated that the point raised by the Northern India Chamber did not directly affect Bombay as the latter was served by the Bombay Telephone Company, Limited. The Committee, however, enclosed a copy of the tariff of the Bombay Telephone Company, Limited, from which it appeared that the Government charges were lower than those of the Company.

Subsequently the Associated Chambers in a circular to constituent Chambers stated that the replies received from individual members did not warrant representations being made by the Association on the lines suggested, but added that there would be no objection to individual Chambers taking the matter up in their respective districts if they found they had a good case to put forward.

TRUNK TELEPHONE FACILITIES IN INDIA.

The Director-General of Posts and Telegraphs in June 1930 informed the Chamber that he had under consideration the question of the development of trunk the telephone service

between large commercial centres in India and asked to be furnished with a list of the commercial centres with which trunk facilities were required from Bombay and also with suggestions on the general improvement of the existing trunk telephone service.

After referring the question to all members the Committee in replying to the Director-General stated that the consensus of the views received appeared to point to the fact that the service between Bombay and centres where trunk telephone lines already existed would be made more use of if it were efficient and less costly. Several complaints were made that it was generally impossible, especially in the case of long distances, to get calls through, and even when a connection was made the conversation was usually inaudible. The Committee added that there appeared to be ample scope for the development and improvement of the trunk service, and in this connection they suggested the feasibility of the installation as a business proposition of wireless telephony, particularly when new centres were opened.

In addition to the centres already in existence the Committee suggested that, for the present, trunk facilities might be opened with Karachi, Madras, Nagpur and Amraoti,

In this connection the following resolution proposed by the Bombay Chamber at the annual general meeting of the Associated Chambers of Commerce of India and Ceylon held at Calcutta on the 15th and 16th December 1930, was unanimously adopted :—

"This Association is of opinion that, while it is highly desirable that the number of commercial centres in India connected by trunk telephones should be increased and a wireless telephone service between India and England established at an early date, these objects cannot be effectively attained until the existing trunk service in India is rendered efficient."

VISIT TO THE CHAMBER OF THE POSTMASTER-GENERAL, BOMBAY.

The Postmaster-General, Bombay, in September 1930 offered to attend meetings of the Committee of the Chamber for the purpose of discussing any complaints of the business community in connection with the working of the Government telegraph and telephone services.

At the invitation of the Committee the Postmaster-General, accompanied by the Director, Telegraph Engineering, and the Deputy Postmaster-General, consequently visited the Chamber on the 5th November 1930 and discussed the following subjects informally with the Committee:

(1) Acceleration of the Far Eastern Mail Service ;
(2) Trunk Calls ;
(3) Code Words ;
(4) Wireless messages to steamers at sea ;
(5) Acceptance by telegraph peons of replies to 'Reply Paid' telegrams ;
(6) Delays in the delivery of telegrams in the suburbs.
(7) Understamped air mail letters.

INTERNATIONAL TELEGRAPH CONFERENCE, 1932.

The Director-General of Posts and Telegraphs in August 1930 informed the Chamber that the next International Telegraph Conference would be held at Madrid in 1932 and enquired whether the Chamber desired Government to consider any matters regarding the regulations applicable to foreign telegrams.

In reply the Committee stated that the only suggestion they desired to put forward at the moment was that the system of Daily Letter Telegrams should be extended to countries which had not already adopted it.

CODE WORDS IN TELEGRAMS.

(*See Reports*, 1908, *pages* 59, 300; 1909, *pages* 35, 315; 1926, *Vol I, page* 224; 1928, *Vol. I, page* 176; 1929, *Vol. I, page* 168.)

A member brought to the notice of the Chamber in October 1930 that in a code message sent by them the word "BOUEUX" appeared and the telegraph authorities charged for two words as in accordance with the rules there should have been one vowel at least in the first five letters and one vowel in the rest of the word. The word under objection contained four vowels in the first five letters and no vowel in the rest of the word. This word appeared in one of the codes in commercial use.

The Committee discussed the question informally with the Postmaster-General when he visited the Chamber on the 5th November. The Postmaster-General pointed out that the rules regarding the formation, charging and counting of code words were revised at the International Telegraph Conference held at Brussels in September 1928. The rules being subject to international regulation, it was not within the power of the Indian authorities to depart from them though it would of course be open to commercial bodies to press for their alteration at the next International Telegraph Conference which, it is understood, will be held at Madrid in 1932. It seemed to the Commiteee, however, that a better course would be to have the Code in question revised

and brought into line with the new requirements and this course, the Committee understood, had in fact been taken by other code-makers. The member was informed accordingly.

WIRELESS MESSAGES TO STEAMERS AT SEA.

A member brought to the notice of the Commitee in October 1930 a case where a wireless message to a steamer at sea was returned by the Telegraph Authorities on the ground that the steamer in question was not on the list of steamers fitted with long range receiving apparatus. On enquiry at the steamship office, it was ascertained that the steamer was fitted with a long range apparatus and the message was subsequently accepted.

The Committee discussed the matter informally with the Postmaster-General when he visited the Chamber on the 5th November and he promised to enquire whether the message was refused in the first instance owing to a mistake on the part of a telegraph clerk or because of a defect in the list of steamers fitted with long range apparatus which was kept in his Department. In the meantime the Committee suggested to steamship companies that they might see that the Postmaster-General was supplied with up-to-date lists of such steamers under their control and duly notified of any additions and alterations.

The Committee were informed later by the Postmaster-General that the steamer in regard to which the complaint had been made was shown, in the Post and Telegraph Guide, as having long range apparatus. He added that instructions had been issued to all the public counter clerks, that in the case of radio telegrams for ships at sea they must invariably refer to the lists of ships shown in Section

XXIII of the Post and Telegraph Guide and in the event of a particular ship not being shown in these lists, the radio telegrams were to be accepted at the sender's risk. On no account were these telegrams to be refused.

NEW PARCEL POST SERVICE FROM THE UNITED KINGDOM.

A parcel post service between the United Kingdom and India by the overland route through France *via* Marseilles was introduced on the 1st March 1930. This service showed an acceleration of 6 days over the existing all-sea service *via* the Straits of Gibralter.

POSTAL MONEY ORDERS.

The Postmaster-General informed the Chamber in June 1930 that it was proposed to lay down a rule prohibiting the acceptance of any money order signed by more than one person as remitter except in the case of Companies, Associations, etc. The Postmaster-General asked for the views of the Chamber on the proposal. In this connection he drew attention to the fact that clause 264 of the Post and Telegraph Guide prohibited a money order being made payable to more than one person.

The Committee in reply stated that they had no objection to raise to the proposal.

BUSINESS REPLY ENVELOPES.

The Associated Chambers of Commerce of India and Ceylon, in February 1930, asked for the views of this Chamber on a proposal of the Upper India Chamber that a system

might be introduced in India on the lines recently adopted in the United States of America whereunder commercial firms of repute were empowered to issue unstamped addressed envelopes with their business circulars and to pay the postage themselves on such of these covers as were utilised by their customers for the purpose intended and were returned with replies. This concession it was contended would do away with the necessity for prepaying postage by stamping the reply envelope before issue and would save a considerable amount of loss in respect of postage stamps placed by the firm on envelopes not utilised by the recipient.

The Committee in replying to the Associated Chambers stated that in their opinion it should be left to Trades Associations to move in this matter.

The Associated Chambers later informed the Chamber that they had addressed the Director-General of Posts and Telegraphs in regard to the question of the introduction in India of "business reply" envelopes. The Director-General in reply stated that the idea seemed a sound one and he intended to have the proposal examined and if there was no objection he would take steps to effect its introduction.

Subsequently, the Deputy Director-General, Postal Services, intimated to the Associated Chambers that the Unites States of America Postal Administration had been addressed for information on certain points about business reply envelopes and that the decision arrived at would be communicated to the Association in due course.

UNIFIED STAMPS.

The Government of Bombay in November 1930 forwarded to the Chamber for opinion a copy of a letter that had been

received from the Government of India enquiring whether the local Government had any objection to the adoption of a proposal that separate revenue stamps should be re-introduced, postage stamps being reserved entirely for postal and telegraph purposes. The Government of India in their letter mentioned that sanction was accorded, as from 1st October 1905, to the introduction of unified stamps for postal and revenue purposes. The whole of the receipts realised from the sales of these stamps were credited to the Indian Posts and Telegraphs Department but in accordance with the order issued by the Finance Department in May 1925, as modified from time to time, assignments aggregating at present Rs. 47,95,000 per annum were made to the various provincial Governments in respect of the receipts derived from the sale of such of these unified stamps as were used for revenue purposes. These assignments were based on estimated receipts only.

It was stated that as the accounts of the Posts and Telegraphs Department were maintained on a commercial basis and increasing importance was being attached to their accuracy it was considered advisable that the credits received by the department on account of the receipts from the sale of stamps required for postal and telegraph purposes should, if possible, be based on actual facts, instead of on estimates as at present. The Director-General of Posts and Telegraphs accordingly submitted a proposal that the separate revenue stamps which were in use prior to the 1st October 1905 should be re-introduced, postage stamps being reserved entirely for postal and telegraph purposes. The proposed revenue stamps, it was pointed out, could be placed on sale not only in every treasury, but also in every post office, and steps would be taken to ensure that the public would have as little difficulty in obtaining revenue stamps as in obtaining postage stamps.

After consulting the Finance Sub-Committee the Committee informed the Government of Bombay that while they sympathised with the Posts and Telegraphs Department in their anxiety to make certain of all sources of revenue from the Department, they felt that they could not support the proposal since its adoption would necessitate the maintenance of separate registers for each class of stamp and the benefit derived by the Postal Department would not be commensurate with the inconvenience caused to the public.

AIR PORTS.

(*See Report*, 1929, *Vol. I*, *page* 174.)

The Federation of Chambers of Commerce of the British Empire informed the Chamber in July 1930 that the following resolution was adopted at the Twelfth Congress of Chambers of Commerce held at London in May 1930 and expressed a hope that, in the event of Bombay not already possessing an aerodrome, this Chamber would approach the authorities on the lines suggested :—

"That this Congress requests all federated Chambers to impress on the Local Authorities in the larger towns throughout the Empire the need for making immediate provision for aerodromes and suggests that social attractions should be provided there to bring people together and so to arouse interest in flying."

In reply the Committee stated that they proposed to submit a resolution on behalf of this Chamber at the next annual general meeting of the Associated Chambers of Commerce of India and Ceylon urging the completion of the aerodrome in Bombay so as to make it capable of being used during the monsoon months or the provision of an all-weather landing-ground elsewhere in the City.

In regard to the question of providing social attractions so as to bring people together in order to arouse interest in flying, the Committee mentioned that the local Flying Club held occasional Gymkhanas for this purpose.

The following resolution was unanimously adopted at the annual meeting of the Associated Chambers on the 15th & 16th December 1930:—

"This Association again urges on the Government of India the necessity for inaugurating at a very early date an air mail service from Karachi *via* Bombay to Southern India and Ceylon to connect with the London-India air mail service and with this end in view strongly recommends that the work of making the aerodrome at Juhu suitable for an all-weather landing-ground should be completed at the earliest possible date.

INTER-IMPERIAL AIR COMMUNICATIONS.

The Associated Chambers of Commerce of India and Ceylon in July 1930 asked for this Chamber's views in regard to the subject-matter of the following resolution which was adopted at the Twelfth Congress of Chambers of Commerce of the British Empire :—

"That this Congress of Federated Chambers of Commerce of the British Empire desires to impress upon the Dominion and Colonial Governments the importance of recognizing the value to trade of rapid communications and considers that, in view of the importance to the Empire of establishing a complete network of air routes, the Imperial and the respective Governments must be prepared to grant and should declare their intention, at any rate in these early stages of its development, of granting subsidies for Air Transport. Further, the Congress is convinced that air services can most rapidly be placed on a self-supporting basis by the conveyance of mails, to which the carrying of passengers and freight must, for the present, remain subsidiary."

In replying to the Associated Chambers the Committee pointed out that this question so far as India was concerned was well ventilated at the annual general meeting of the Association in December 1929 and added that an all-the-year-round service with Bombay would not be feasible until a suitable landing-ground was made available as it was not possible for the present aerodrome at Juhu to be used during the monsoon months.

The Committee added that they hoped to put forward a resolution at the annual general meeting of the Associated Chambers in December 1930 urging on Government the necessity for completing this aerodrome as soon as possible or providing some other all-weather landing-ground. The text of the resolution is given in the preceding item.

LONDON-KARACHI AIR SERVICE.

Indian Postal Surcharge.

In March 1930 the Committee addressed the Government of India drawing attention to the fact that while there had been a steady increase in the weight of mail carried by the London-Karachi Air Service on the outward journey from London to Karachi the weight of the homeward mail showed a tendency to fall off. It seemed to the Committee that the reason for the difference in the extent to which the outward and homeward services were utilised was due to the difference in the British and Indian postal surcharges. From figures supplied to the Committee it appeared that the Indian Post Office in fixing the surcharge at six annas per half ounce received a profit of about seven times that of the Post Office in London. The Committee submitted that there was a strong case for fixing the surcharge for the homeward services at a lower figure than six annas and suggested that it should be reduced to four annas six pies. They pointed out that the

lower rate would still give the G. P. O. in India a profit per lb. on the mails carried equivalent to that received by the G. P. O. in London on the outward mail on which the surtax was 5*d.* per half ounce.

The Director-General of Posts and Telegraphs in reply stated that statistics recorded subsequent to the Chamber's representation indicated that there was no falling off in the rate of growth of the Karachi-London traffic. He also stated that it seemed improbable that the reduced fee recommended by the Chamber would suffice to cover the actual expenses incurred by the Posts and Telegraphs Department on the service, and added that the Government of India were not prepared, for the present at least, to agree to any reduction in the existing scale of air mail fees chargeable to the public in India.

Bearing on this question the following resolution was moved by the Bengal Chamber at the annual general meeting of the Associated Chambers held at Calcutta on the 15th and 16th December 1930 :—

"This Association is of opinion that the high surcharge of six annas per half ounce on air mail matter to Great Britain should be reduced by 25 per cent. The Association also looks forward ultimately to all first class mail being sent by air and a system of flat rate charges regardless of distance, introduced. It is further considered that the practice of refusing understamped air mail letters and sending these forward by the ordinary route should be altered forthwith, the deficit being collected from the recipients as in the case of the ordinary mail. The Association would also urge that as soon as it is ascertained that the delivery of the air mail will be delayed such delay should forthwith be notified in the public press."

AIR SURVEY AND AERONAUTICAL EDUCATION.

The Associated Chambers of Commerce of India and Ceylon in July 1930 asked for this Chamber's views on the

points raised in the following two resolutions which were adopted by the Twelfth Congress of Chambers of Commerce of the British Empire :—

AIR SURVEY.

"That this Congress of Federated Chambers of Commerce of the British Empire recommends that, in view of the proved value of survey from the air, a general policy of surveying the unmapped areas of the Empire should be put into effect without delay, preparatory to the inauguration of a considered scheme for opening up its resources."

AERONAUTICAL EDUCATION.

"That this Congress is of opinion that increased facilities for the study of aeronautics should be available throughout the Empire for those who wish to take up Aviation in all its branches as a career."

The Committee in reply stated that they supported the suggestion contained in the former of the two resolutions quoted, *viz.*, that a general policy of surveying unmapped areas of the Empire should be put into effect without delay.

In regard to the second resolution the Committee at first intended to put forward a resolution on the subject at the annual general meeting of the Associated Chambers in December 1930, but on re-consideration they felt that the time was not ripe for such a resolution and withdrew it.

DOMINION LEGISLATION AND MERCHANT SHIPPING LEGISLATION.

The Government of India in June 1930 asked for the views of the Chamber on Part VI (Merchant Shipping Legislation) of the Report of the Conference on the operation of

Dominion Legislation and Merchant Shipping Legislation which was held in London between the 8th October and 4th December 1929. Para. 124 of the Report relating to India reads as under :—

124. Subject to certain special provision of the Merchant Shipping Acts, the legislative powers of the Indian Legislature are governed by the Government of India Act and general statements regarding the position of the Dominions in matters of merchant shipping and Admiralty Court legislation may therefore not be entirely applicable in the case of India. At the same time, as the position of India in these matters has always been to all intents and purposes identical with that of the Dominions, it is not anticipated that there would be any serious difficulty in applying the principles of our recommendations to India, and we suggest that the questions of the proper method of so doing should be considered by His Majesty's Government in the United Kingdom and the Government of India.

After consulting the Shipping and Export Sub-Committee, the Committee in replying to the Government of India stated that as India was represented at the Conference and as the Recommendations of the Conference were apparently unanimous the Government of India would already have decided to ratify the conclusions arrived at. The Committee, however, urged very strongly that adequate safeguards should be provided when the application to India of the recommendations of the Conference was considered so that measures of expropriation and racial discrimination such as had been experienced in the case of the Indian Coastal Traffic (Reservation) Bill might not be enacted. It was pointed out that this Chamber had on more than one occasion expressed to Government its views on such legislation which was definitely of a discriminatory and expropriatory character and as was not designed to benefit the people of India as a whole.

LOAD LINE REGULATIONS.

(*See Reports*, 1924, *Vol. I, page* 257 ; 1926, *Vol. I, page* 242 ; 1927, *Vol. I, page* 166.)

The Government of India in March 1930 forwarded to the Chamber a copy of the report of the Committee appointed by the Board of Trade to advise on load lines of merchant ships and special load lines for steamers carrying timber deck cargoes and for tankers. Government asked for the views of the Chamber on the recommendations of the above Committee.

The terms of reference of the Load Line Committee were—

(1) to consider the draft rules for the assignment of load lines to merchant vessels as drawn up by the 1913-15 Committee and amended by the Board of Trade in consultation with the Classification Societies and advise whether these rules, with or without modifications, should now be adopted by the Board of Trade and applied to British ships ;

(2) to consider the Report of the Merchant Shipping Advisory Committee of 1926 regarding the carriage of timber deck cargoes on ships and to advise whether ships carrying timber deck cargoes can properly be assigned special freeboards, and, if so, under what conditions :

(3) to consider the proposals submitted to the Board of Trade by the Chamber of Shipping of the United Kingdom in relation to a special freeboard for oil tankers and to advise whether special freeboards can properly be allowed to such vessels, and, if so, under what conditions ;

(4) to consider the Report of the Load Line (Zones) Committee, 1924.

The Committee arrived at the following conclusions :—

Rules for the Assignment of Load Lines.

(*i*) Experience has proved that the freeboards given by the Rules for the Assignment of Load Lines contained in the Tables of

Freeboard, 1906, are satisfactory in their practical working and effect and should therefore be generally maintained.

The rules, however, are complicated and contain inequalities which need correction.

The Draft Rules drawn up by the Load Line Committee of 1913-15 and amended by the Board of Trade in consultation with the Classification Societies do not fully meet these points, and therefore it is necessary to formulate new rules.

Timber Deck Cargoes.

(*ii*) The British regulations regarding the carriage of timber deck cargoes are, in the main, unsuitable for regulating the carriage of such cargoes on steamers; therefore, as recommended by the Merchant Shipping Advisory Committee, it is necessary to make new regulations. Experience has shown that ships carrying timber deck cargoes can properly be permitted to load deeper than the ordinary load line allows, provided they comply with specific conditions relating to the construction and fitting of the ships, and the stowage and security of the timber deck cargoes.

Load Lines of Tankers.

(*iii*) Tankers, owing to their special construction, height of working platform and, above all, to the efficient protection provided for openings in weather-decks by means of steel water-tight covers, can be considered sufficiently different from ordinary cargo ships to justify preferential treatment in the assignment of load lines. Special load lines can properly be assigned to tankers permitting deeper loading than the ordinary load line allows, provided they comply with conditions essential to such deeper loading.

Seasonal Load Lines.

(*iv*) The recommendations contained in the Report of the Load Line (Zones) Committee are sound in principle and with certain adjustments present little difficulty in application.

The matter was referred to a special Sub-Committee consisting of Messrs. R. R. Haddow and C. F. Morris and Captains C. Burn, F. Barnett and R. R. Kippen, whose report was adopted by the Committee of the Chamber. In replying to the Government of India the Committee submitted the

following observations in regard to the above-mentioned conclusions of the Load Line Committee :—

(*i*) The Committee endorsed the conclusions arrived at under this head and approved of the new Rules for determining Load Lines ;

(*ii*) The Committee endorsed the conclusions under this head and approved of the Load Line Committee's recommendations for assigning a special timber load line to steamers carrying timber deck cargoes :

(*iii*) The Committee agreed that tankers should receive preferential treatment in the assignment of load lines ;

(*iv*) In regard to seasonal load lines the Committee reaffirmed the views of the Chamber as expressed in its letter, dated 31st March 1926, in connection with the recommendations of the Load Line (Zones) Committee, 1924 (see Report for 1926, Vol. I, page 242). It appeared to them that the arguments used on that occasion had gathered force in the interval owing to the improvements in wireless and the more extended use of wireless warnings of cyclonic storms which was likely to receive still further impetus from the probable adoption of the International Convention for the safety of life at sea, 1929. The Committee therefore recommended a reversion to the Indian Summer periods formerly in use, viz., in the Arabian Sea from 1st September to 25th May and in the Bay of Bengal from 15th November to 25th May.

The Committee added that they were impressed with the importance of securing international agreement on the rules for the load lines of merchant ships and their application to the ships of all nations.

MARKING OF THE WEIGHT OF PACKAGES CARRIED ON BOARDSHIP.

(*See Report*, 1926, *Vol. I*, *page* 261.)

The Government of Bombay in January 1930 forwarded to the Chamber a copy of a Draft Convention concerning the

marking of the weight on heavy packages transported by vessels which was adopted by the International Labour Conference at the twelfth session held at Geneva in May-June 1929. Government asked for the views of the Chamber as regards the desirability of ratifying the Convention and also its opinion on the following points with special reference to paragraphs 2 and 4 of the Draft Convention—(1) whether provision should be made for the approximate weight to be marked in exceptional cases where it is difficult to determine the exact weight; and (2) whether the obligation for having the weight marked should be placed on the consignor or on some other person.

After consulting the Shipping and Export Sub-Committee the Committee in replying to the Government of Bombay pointed out that when this question came before the Chamber in 1926 the Committee at that time said that they understood that heavy lifts of 30 cwts. and over almost invariably had their weights marked on them and that the number of accidents to workmen due to heavy packages not being marked was almost negligible. In the circumstances, therefore, the Committee did not consider that any legislation was called for in this matter. The Committee saw no reason for changing the views previously expressed.

They understood that the original intention of the Convention was to ensure that cases containing machinery and other exceptionally heavy objects should not be unwittingly hooked to cranes with insufficient lifting power; and as mentioned above this was already done in the case of heavy lifts of 30 cwts. and over. The Draft Convention, however, went considerably beyond this since Article 1 provided that "any package or object" of 1000 kilograms (one metric ton) or more gross weight should have its gross weight marked upon it.

The Committee considered that it would be impracticable and unnecessary to mark the weight on, *e.g.*, every log of timber over one metric ton in weight. The Committee were therefore opposed to the ratification of the Draft Convention. They added, however, that should this view be overruled they would answer the specific questions put by Government as under :—

(*a*) Provision should be made for the approximate weight to be marked ;

(*b*) The obligation for having the weight marked should be placed on the consignor.

THE HAJ INQUIRY COMMITTEE.

Appointment and Terms of Reference.

The Haj Inquiry Committee was appointed by the Government of India on the 26th March 1929 in accordance with the following press communiqué :—

In pursuance of an undertaking given in September 1928 in the course of the debate on a resolution moved in the Legislative Assembly by Seth Haji Abdulla Haroon, the Government of India have decided to set up a Committee consisting of the gentlemen named below to enquire into the arrangements in force for pilgrims proceeding to the Hedjaz especially :—

(1) the facilities provided at the ports of Calcutta, Bombay and Karachi ;

(2) the powers and duties of the protectors of pilgrims and Haj Committees established at those ports ;

(3) the accommodation and facilities provided on the voyage ; and to make recommendations.

The Chairman, Members and Secretary nominated by Government were :—

Chairman.

Hon'ble Mr. H. B. Clayton, C.I.E., I.C.S.

Members.

1. Khan Bahadur Haji Abdulla Haji Kasim, M.L.A.
2. Seth Haji Abdulla Haroon, M.L.A.
3. Hon'ble Sir Ebrahim Haroon Jaffer, Kt., Member of Council of State.
4. Mr. Fazal Ibrahim Rahimtullah, M.L.A.
5. Mr. Hasanally P. Ibrahim.
6. Haji Chaudhury Mohamed Ismail Khan, M.L.A.
7. Maulvi Mohammad Shafee Daoodi, M.L.A.
8. Maulvi Syed Murtaza Sahib Bahadur, M.L.A.
9. Khan Bahadur Makhdum Sayad Rajan Baksh Shah, M.L.A.

Secretary.

Khan Bahadur Mohamed Ismail Huk.

The Haj Inquiry Committee submitted its report to Government early in 1930 and the Commissioner of Police, Bombay, asked for the views of the Chamber on certain of its recommendations. These references are dealt with separately below.

THE HAJ INQUIRY COMMITTEE RECOMMENDATIONS.

FUTURE CONSTITUTION, POWERS, FUNCTIONS, STAFF AND FINANCE OF THE PORT HAJ COMMITTEES.

The Commissioner of Police in May 1930 asked for the views of the Chamber on the recommendations of the Haj Inquiry Committee in regard to the future constitution, powers, functions, staff and finance of Port Haj Committees.

The Committee were favoured with a copy of a letter addressed by Messrs. Turner Morrison & Co., Limited, to the Commissioner on this subject, and in addressing the latter they expressed the opinion that the report of Messrs. Turner Morrison & Co. dealt very ably with the situation

and the views expressed therein were fully endorsed by the Committee who, however, drew special attention to the following points :—

(1) The undesirability of booking passengers through Provincial Haj Committees.

(2) The inadvisability of discontinuing the issue of return tickets.

(3) Refunds of fares paid should not be permitted unless they were justified on health or other sound grounds.

(6) That permission be granted to friends to see pilgrims off on payment of a reasonable charge which would be handed over to pilgrim charities.

(5) The advisability of the representatives of the Shipping Companies being appointed members of the Central Haj Committee.

(6) The impossibility of adhering to programme sailings fixed five or six months ahead.

(7) That the port of Calcutta should be closed as a Haj port as results in the past had not justified steamers being berthed from Calcutta.

(8) That Port Haj Committees should be limited in numbers to avoid their becoming unwieldy.

THE HAJ INQUIRY COMMITTEE RECOMMENDATIONS.

IMPROVEMENTS OF ARRANGEMENTS ON BOARD PILGRIM SHIPS FOR THE CONVENIENCE AND COMFORT OF PILGRIMS.

The Commissioner of Police in May 1930 asked for the views of the Chamber on the recommendations of the Haj Inquiry Committee regarding the improvement of arrangements on board pilgrim ships for the convenience and comfort of pilgrims.

After consulting the Shipping and Export Sub-Committee the Committee submitted their views as under on such of the recommendations as called for comment.

In the first place the Committee stated that they were of opinion that it was inadvisable to raise the standard of comfort on pilgrim ships to such an extent as would necessitate higher fares being charged.

Paragraph 139.—*Recommendation No.* 84.

The space allowed per pilgrim—16 superficial feet—was in the opinion of the Committee quite sufficient and should permit of a narrow passage being kept clear without any deduction being made from the ship's carrying capacity.

Paragraph 143.—*Recommendation No.* 87.

The desirability of baggage being placed in the holds was obvious but in practice it was found to be impossible to persuade deck passengers to agree to this. This conclusion was not based solely on conditions governing pilgrim ships but from experience on practically all steamers carrying deck passengers in Indian waters. The Committee added that Shipping Companies would be only too willing to adopt any efficient system that could be devised to overcome this difficulty.

Paragraph 144.—*Recommendation No.* 89.

The Committee thought it would be unwise to pass legislation to ensure that each compartment did not carry passengers in excess of the number for which it was measured and that it should be sufficient to lay down that steamers should not carry in all compartments a greater number than the total complement for which they had certificates. Passengers did not take long to "sort" themselves out and any interference would be strongly resented by them.

Paragraphs 145 *and* 147.—*Recommendations Nos.* 90 *and* 91.

The Committee considered that it was quite impracticable to allot individual spaces to each passenger. Similarly

it was not considered feasible to mark off spaces for small numbers as this would be found to lead to disputes among the passengers.

Paragraph 150.—*Recommendation No.* 93.

It would be impossible to treat the upper deck as airing space only. In practice it was found that by some passengers using only the upper deck more space was provided below for the others.

Paragraph 152.—*Recommendation No.* 96.

Sleeping platforms were undoubtedly a great benefit in certain passenger trades but it would be unwise and unprofitable to install them in pilgrim ships. The Committee pointed out that in the pilgrim trade the vessels carried pilgrims one way only and then only during a short period in the year, with the result that if it were made compulsory for pilgrim ships to carry sleeping platforms they would have to incur the expense of dismantling, storing and re-erecting the platforms every year. The extra expense involved would undoubtedly entail increasing the fares to prohibitive rates. Moreover, now that passengers in increasing numbers brought aboard their own stretchers there was less necessity for platforms to be fitted. The Committee felt, however, that the use of stretchers should be discouraged in so far that their owners in most cases commandeered a greater area than they were entitled to.

Paragraph 158.—*Recommendations Nos.* 97-103.

The supply of foods to deck passengers by the ship presented many difficulties. In practice, except in the case of Tamil and other labourers, it had been found that the best course was to allow passengers to make their own arrangements either by bringing their own supplies aboard or purchasing these from " vissi wallahs " aboard.

Paragraphs 167-169.—*Recommendations Nos.* 111-113.

It was absolutely necessary to place restrictions on the amount of fresh water used, particularly in the case of long voyages.

Paragraph 175.—*Recommendation No.* 121.

The use of direct action fans in 'tween-decks should be discouraged.

Paragraphs 177-180.—*Recommendations Nos.* 125-130.

The Committee were not in a position to express any opinion on the question whether it was possible to engage Muslim doctors. They, however, strongly deprecated the appointment as ship's surgeons of anyone who was not a duly qualified medical man. It would, in their opinion, be a retrograde step to do so. The provision of lady doctors or even midwives appeared to be unnecessary.

Paragraph 187.—*Recommendation No.* 135.

It was not always in the best interests of the majority of the passengers that the vessel should be stopped at the time of burials at sea, as the pilgrims were naturally desirous of reaching their destinations as early as possible and the ship might easily, for instance, miss the tide if she was delayed in this way on her voyage.

THE HAJ INQUIRY COMMITTEE RECOMMENDATIONS.

PILGRIM FARES AND FIXED SAILING DATES FOR PILGRIM SHIPS.

The Commissioner of Police in May 1930 asked for the views of the Chamber on the recommendations of the Haj Inquiry Committee regarding (*i*) substitution of compulsory

pilgrim deposits for return fares, (*ii*) regulation of pilgrim fares, and (*iii*) fixation of sailings of pilgrim ships and connected recommendations.

After consulting the Shipping and Export Sub-Committee the Committee submitted their views as follows on such of the recommendations as called for comment. In the first place they laid particular stress on the following points: (1) that return tickets were much to be preferred to compulsory deposits by pilgrims; (2) that it would be unfair to interfere with the rates at present being charged by the Companies catering for the pilgrim traffic—the financial results of these companies did not justify any reduction being made; (3) that the arrivals of pilgrims at the ports of embarkation were so uncertain that to fix sailings 5 or 6 months ahead would only lead to many serious difficulties arising.

In regard to the individual recommendations the Committee stated that they agreed generally with recommendations 5, 6 and 7.

Regarding recommendations 13, 14 and 15, the Committee stated that the system under which deposits were made when passes were granted was sound but this should not interfere with the booking of return tickets by pilgrims.

The Committee felt that recommendation 52 laid itself open to fraudulent abuses even if most carefully carried out. The number of instances of passes being lost should be extremely few. The party issuing the emergency pass must be responsible in event of the original pass being availed of.

The Committee were of opinion that to make any recommendation retrospective as was suggested in recommendations 53 and 54 would be very unwise unless full and

indisputable details were available. It seemed to them that the Port Haj Committee would be the gainer in the majority of cases.

The Committee approved of recommendations 56 to 63 with the exception of 59, *i.e.*, a pilgrim should be entitled to the refund of his deposit until he had actually sailed. This was obviously unfair to shipping companies and had already been commented on in the Committee's previous letter.

The Committee opposed strongly recommendation 65. The fixation of uniform rates of fares on all pilgrim ships was an unnecessary harassment of established shipping lines. There appeared to the Committee to be already more than sufficient rules regulating pilgrim traffic.

The unfairness of recommendations 66 and 67 was too obvious to warrant any comment.

The Committee agreed with recommendation 68.

The Committee were of opinion that recommendation 69 should be subject to and form part of recommendation 71, *i.e.*, that Government should allow children under 12 to be allotted half the space of a full-fare paying passenger.

The Committee felt that it was unfair to ask shipping companies, as suggested in recommendation 70, to accept half fares for children who would still be entitled to the same space as adults.

The Committee were strongly opposed to recommendations 72 and 73. It was felt that these recommendations were grossly unfair and would lead to endless trouble and difficulties.

The above remarks applied, though perhaps in a lesser degree, to recommendation 74.

The Committee thought it would prove impracticable for recommendation 75 to be adopted and recommendation 78 demonstrated that difficulties would arise.

The Committee agreed with recommendations 76 and 77.

As recommendations 79, 80 and 81 bore upon the earlier ones in Chapter X, they called for no criticism.

Recommendation 82 appeared to be one of the few recommendations that would be of any benefit to the shipping companies.

The results of the lines catering for the pilgrim trade did not justify recommendation 83, that the return rates should be reduced to Rs. 165.

The remainder of the recommendations did not call for comment as in most cases they had been previously considered by the Committee.

FIRE EXTINGUISHING APPLIANCES IN PILGRIM SHIPS.

(*See Report*, 1928, *Vol. I, page* 193.)

The Government of Bombay in June 1930 forwarded to the Chamber for opinion a draft of certain rules which it was proposed to make in exercise of the powers conferred by sub-section (1) of section 213 of the Indian Merchant Shipping Act, 1923 (XXI of 1923) in regard to the provision of fire-extinguishing appliances in pilgrim ships.

After consulting the Shipping and Export Sub-Committee the Committee informed the Government of Bombay that they had no remarks to offer on the draft rules.

LIFE SAVING APPLIANCES IN PILGRIM SHIPS.

The Government of Bombay in August 1930 forwarded to the Chamber for opinion a copy of a notification issued by the Government of India publishing a draft of certain rules which it was proposed to make for pilgrim ships, under section 213 (1) of the Indian Merchant Shipping Act, 1923 (XXI of 1923), in regard to the life-saving appliances. It was stated that these draft rules were based on the Life-saving Appliances (Native Passenger Ships) Rules 1929 in so far as the latter applied to foreign-going native passenger ships of the second class (see Volume I of Chamber's Report for 1928, page 193).

After consulting the Shipping and Export Sub-Committee the Committee informed the Government of Bombay that they generally accepted the draft rules that accompanied the Government Resolution, but strongly urged Government to instruct the officers concerned to take Section 5, Article 12, Chapter 3 of the International Convention for the Safety of Life at Sea, 1929, into full consideration in the case of existing vessels where structural difficulties arose and to interpret Section 8 of the draft rules liberally and elastically. This, the Committee added, applied particularly to vessels whose keels were laid down before 1924, *i. e.*, before any suggestion of a revision of the Rules governing boats was ever made.

SIGNALS OF DISTRESS IN PILGRIM SHIPS.

The Government of Bombay in July 1930 forwarded to the Chamber a copy of certain draft rules regulating Signals of Distress for Pilgrim Ships that it was proposed to issue under the provisions of the Indian Merchant Shipping Act, 1923.

After consulting the Shipping and Export Sub-Committee the Committee informed the Government of Bombay that the proposed new rules generally met with their approval. The only suggestion they had to make was that it should not be made compulsory to carry deck flares. The Committee pointed out that these deck flares were used in Eastern waters by bugalows on the approach of other craft, and in and around the Malay Peninsula to attract fish when night fishing. In these vicinities therefore little or no notice would be taken of a deck flare even if it was exhibited as a distress signal.

INTERNATIONAL CONVENTION FOR THE SAFETY OF LIFE AT SEA.

(*See Reports*, 1913, *pp.* 81, 581; 1914, *pp.* 70, 551; 1922, *Vol. I, page* 119; 1924, *Vol. I, page* 264; 1925, *Vol. I, page* 206; 1926, *Vol. I, page* 239.)

The Government of India in March 1930 asked for the views of the Chamber in regard to the question of India's adherence to the International Convention for the safety of life at sea.

The Committee referred the question to a Special Sub-Committee consisting of Messrs. C. F. Morris and D. Harrington and Captains C. Brown, F. L. Barnett and R. R. Kippen, whose report was adopted by the General Committee.

In replying to Government the Committee recommended that the convention might be ratified on behalf of India except in regard to Chapter III—Life-saving Appliances.

The Committee understood that there was a proposal before Government that in order to make the existing vessels

comply with the regulations in regard to the number of boats to be carried provision would have to be made in many cases for the double banking of boats. The Committee felt that it would not be practicable to enforce this proposal as the sites which were available for such double banking on most of these steamers were so limited that the efficient lowering of the boats would be interfered with if the proposal was adopted. Double banked boats were actually useless except in cases where the vessel was large enough to have power available for the use of single boat falls. The ordinary kind of threefold purchases, after having lowered one boat could not be recovered so as to be available to lower the second boat in an emergency.

The question of crew also arose as it would obviously be useless to put on board a larger number of boats than the crew could lower or man.

The schedule of boats laid down in the Convention did not appear to the Committee to be excessive for new tonnage but they felt that it would be impossible for a large proportion of the existing tonnage to adhere to it and they strongly recommended that suitable provisos such as those referring to unberthed native passenger trades which were already contained in the Convention should be kept fully in view by Government throughout all proceedings when dealing with this subject.

In this connection the Committee emphasized the great difference in structure which existed between vessels handling all the year round passenger traffic and those handling seasonal passenger traffic. In the latter case the vessels had to be designed and built primarily as cargo vessels and

the large amount of space required for hatchways naturally limited proportionately the amount of space available for boat sites. To fit an undue number of boats to such vessels in order to meet the needs of seasonal passenger traffic would ruin the vessels for cargo work and thus render the traffic itself unworkable.

The Committee contended that rafts capable of carrying all on board could always be fitted and in the case of native passenger vessels it was in the combination of rafts and wireless that the solution of the difficulty might be sought rather than in the provision of extra useless boats which could be neither lowered nor manned and which would only tend to hinder and hamper the working of the useful boats.

Later the Committee submitted certain supplementary remarks in connection with the Convention. These will be reproduced in *Volume* II.

The attention of the Committee was subsequently drawn to the fact that no reference was made in the above letters to the effect of India's adherence to the Convention on the Indian coastal trade centred in Bombay, which trade involved calls at Portuguese Indian ports—Portugal not being a signatory to the Convention. The principal line of steamers which would be affected was the Bombay Steam Navigation Company, Limited, who submitted to the Committee a copy of a letter they had addressed to the Government of India on the subject.

The Committee carefully examined the letter, and in again addressing the Government of India stated that they desired to supplement their previous views by the inclusion of those expressed in the letter referred to above

which clearly explained the peculiar difficulties under which this coastal trade would require to work unless an exception was made in its favour. The Committee urged that the request of the Bombay Steam Navigation Company should receive the most favourable consideration of the Government of India and stressed the fact that unless this was done the effect on this coastal traffic would be very serious, and, moreover, would necessitate an increase in passage rates, etc., which would prove a heavy burden on the labouring classes who principally utilised these services.

The Associated Chambers of Commerce of India and Ceylon in October 1930 forwarded to the Chamber a copy of a letter that had been received from the Government of India in which it was pointed out that Article 4 (6) of the International Convention for the Safety of Life at Sea permitted of the exemption of ships engaged in the carriage of large numbers of unberthed passengers in special trades, including the Indian deck passenger trade and the pilgrim trade, from the provisions of Chapter II (Construction) of the Convention, subject to the following conditions :—

(*a*) That the fullest provision which the circumstances of trade would permit should be made in the matter of construction ;

(*b*) That steps should be taken to formulate general rules which should be applicable to the particular circumstances of these trades. Such rules should be formulated in concert with such other contracting Governments, if any, as might be directly interested in the carriage of such passengers.

Article 12 (5) of the Convention also permitted of the exemption of ships engaged in the special trades from the requirements of the provisions of the Convention in regard to Life-saving Appliances subject to the following conditions :—

(*a*) that the fullest provision which the circumstances of the case would permit should be made in the matter of life-boats and other life-saving appliances and fire protection ;

(*b*) that all such boats and apparatus should be readily available within the meaning of Article 13 ;

(*c*) that a life-jacket should be provided for every person on board ;

(*d*) that steps should be taken to formulate general rules which should be applicable to the particular circumstances of these trades. Such rules should be formulated in concert with such other contracting Governments, if any, as might be directly interested in the carriage of such passengers.

The Government of India stated that it had been suggested that the Conference comtemplated in Articles 4 (6) and 12 (5) of the Convention should be held in India in May 1931 and the Government of India had had under examination during the previous few months the formulation of a set of general rules which might form a basis for discussion at the proposed Conference. A provisional draft of these general rules in so far as they related to Life-saving Appliances had been prepared and a copy was forwarded with the letter. The Government of India proposed that this draft should be considered at a conference of shipping interests in India engaged in these special trades to be held in the Imperial Secretariat at New Delhi on the 17th of November 1930 and requested the Associated Chambers of Commerce to nominate three representatives of the shipping interests engaged in these special trades to attend that Conference. It was added that the Federation of Indian Chambers of Commerce had also been asked to nominate three representatives to attend the Conference. It was also suggested that the representatives of the shipping interests might, if necessary, be accompanied by advisers with technical knowledge of the subject under discussion.

The Government of India in conclusion stated that the preparation of the draft of general rules contemplated by

Article 4 (6) of the Convention was not complete, but it was hoped that it would be possible to obtain a copy of these draft rules at an early date so that these rules might also be examined at the Conference to be held on the 17th of November.

The President of the Associated Chambers asked the constituent Chambers to nominate representatives to attend the Conference.

The Committee nominated Mr. G. V. Lloyd of Messrs. Turner Morrison and Company, Limited, Agents of the Moghul Steamship Company, as one of the delegates representing the pilgrim trade with Captain Barnett as his technical adviser. In submitting the above nomination the Committee stated that they considered it very desirable that a representative of Messrs. Killick Nixon and Company, Agents of the Bombay Steam Navigation Company, Limited, should be invited to attend the Conference as a nominee of the Associated Chambers in view of the special nature of their coastal trade. The Committee were subsequently informed that the Associated Chambers had submitted the names of the following representatives and their advisers who would attend the Conference :

(1) Mr. A. O. Brown of Messrs. Mackinnon Mackenzie and Co., Calcutta, with Captain R. Liddle as adviser.

(2) Mr. G. V. Lloyd of Messrs. Turner Morrison & Co., Ltd., Agents of the Moghul Steamship Co., Bombay, with Captain Barnett as adviser.

(3) Mr. James M. Ritchie of Messrs. Killick Nixon & Co., Agents, The Bombay Steam Navigation Co., Ltd., Bombay. (*Volume* II.)

CENTRAL ADVISORY COMMITTEE FOR LIGHT-HOUSES.

(*See Reports*, 1927, *Vol. I, page* 171; 1928, *Vol. I. page* 194; 1929, *Vol. I, page* 182.)

The following Notification issued by the Department of Commerce of the Government of India on the 1st February 1930 is reprinted for purposes of record :—

"No. 25-M. 11 (5)/29.—In exercise of the powers conferred by sub-section (1) of Section 10 of the Indian Lighthouse Act, 1927 (XVII of 1927), and in supersession of the notification of the Government of India in the Department of Commerce No. 80-S. (39), dated the 2nd February 1929, the Governor-General in Council is pleased to prescribe that light dues shall be payable at the rates specified below, namely :—

(*a*)	All ships, other than sailing ships, arriving at, or departing from, any port in British India except the vessels mentioned in (*b*) below	One anna and six pies per ton.
(*b*)	Ships, other than sailing ships, calling at Aden and/or Perim and not proceeding to another port in British India.. ..	One pie per ton
(*c*)	Sailing ships	Half the rates in (*a*) and (*b*) above."

Sir Arthur Froom, the Chamber's nominee in the Central Advisory Committee for Lighthouses, having resigned his seat in April 1930 on proceeding to Europe, the Committee recommended to the Associated Chambers of Commerce of India and Ceylon that Mr. R. R. Haddow be nominated to serve in his stead. The Bengal Chamber also nominated Mr. P. H. Browne, C.B.E., to take the place of Mr. J. H. Fyfe resigned.

PERSIAN GULF LIGHT DUES.

(*See Reports*, 1925, *Vol. I*, *page* 218; 1927, *Vol. I*, *page* 170; 1928, *Vol. I*, *page* 194; 1929, *Vol. I*, *page* 186.)

At a meeting of the Persian Gulf Lighting Committee held in April 1930, the question was raised as to whether a reduction of, say, 15 per cent. should be made in the light dues on vessels in ballast. As there was a difference of opinion among the members of the above Committee the Chamber's representative asked for the views of the Committee of the Chamber in the matter and also discussed the question with them at their meeting on the 23rd April 1930.

After discussion the Committee instructed the Chamber's representative to oppose the proposed concession. It appeared to them that in the case of tankers proceeding on regular voyages to collect cargoes of oil allowance would be made in the price charged to the consumer for the cost of the voyage in ballast and that such voyages were therefore not on all fours with those undertaken by tramp steamers in the hope of picking up a cargo. Further, the Committee understood that the Persian Gulf lighting system was extended largely to meet the needs of the tankers and that therefore it was equitable that the latter should pay their full share of the increased cost of the lights.

PROTECTION AGAINST ACCIDENT OF WORKERS ENGAGED IN LOADING AND UNLOADING SHIPS.

(*See Report*, 1928, *Vol. I*, *page* 197.)

The Government of Bombay in March 1930 forwarded to the Chamber a copy of the Draft Convention and the

Recommendations concerning the protection against accidents of workers employed in loading and unloading ships, which were adopted by the International Labour Conference at its Twelfth Session held at Geneva in May-June 1929. The views of the Chamber were requested as regards the desirability of ratifying on behalf of India the Convention and accepting the Recommendations. In a covering letter that the Government of India addressed to the Government of Bombay the former stated that the Draft Convention followed very closely the English Dock Regulations of 1925. An examination of the replies received to an inquiry made in 1928 as to the desirability of protecting by legislation workers employed in India in loading and unloading ships, pointed to the conclusion that the weight of opinion would on the whole be in favour of legislation with the object of framing regulations for India on the lines of the English Dock Regulations. So far, therefore, as the more important ports and ships engaged in maritime navigation were concerned the Government of India were provisionally of opinion that the protective measures prescribed by the Convention were not unsuited to Indian conditions.

In replying to the Government of Bombay the Committee recalled that when they examined this question in 1928 they stated that while they were in favour of all reasonable precautions being taken to prevent accidents to workers engaged in loading or unloading ships, they were strongly opposed to any further legislation which would tend to place a still heavier financial burden on shipowners, particularly British shipowners, who, in comparison with foreign owners, were already handicapped by an excess of legislation, since in the past the British Government had been more ready to adopt recommendations made by International Conferences than

foreign Governments only to find themselves placed at a disadvantage in consequence. Shipboard workers in India were not more liable to accidents than workers in other occupations and it appeared to the Committee that the risks to which they were exposed were sufficiently provided for by the Indian Workmen's Compensation Act, 1923.

After again considering the question in consultation with the Shipping and Export Sub-Committee of the Chamber the Committee adhered to the views expressed in 1928. In their letter of 4th March 1930 the Government of India stated that the Draft Convention followed very closely the English Dock Regulations of 1925. The Committee understood that the Bombay Port Trust Regulations followed the English Rules in all essentials and they re-affirmed the view that the Indian workman was already adequately protected under the Indian Workmen's Compensation Act. The Committee were therefore opposed to any additional legislation and to the ratification by India of the Draft Convention.

PROTECTION OF SEAMEN IN CASE OF SICKNESS, ETC., ON BOARDSHIP.

The Government of India, in February 1930, informed the Chamber that the Thirteenth (Maritime) Session of the International Labour Conference held at Geneva in October 1929 had on its agenda the following question for first discussion :—The protection of seamen in case of sickness (including the treatment of seamen injured on boardship), *i.e.* (*a*) the individual liability of the shipowner towards sick or injured seamen, (*b*) sickness insurance for seamen.

In accordance with the modifications made by the Twelfth Session of the Conference in the " double discus-

sion" procedure the International Labour Office prepared a questionnaire based upon the conclusions arrived at on the above question by the Thirteenth Session. The Government of India forwarded a copy of the questionnaire and asked for the views of the Chamber thereon.

The Committee referred the questionnaire to a special Sub-Committee consisting of Mr. C. F. Morris, Captain C. Brown and Captain F. L. Barnett, and later submitted to Government the replies suggested by the Sub-Committee, a copy of which will be reproduced for purposes of record in (*Volume* II).

SEAMEN'S ARTICLES OF AGREEMENT.

The Government of India in December 1929 forwarded to the Chamber a copy of a draft Convention concerning Seamen's Articles of Agreement adopted by the International Labour Conference at its ninth session held at Geneva in June 1926. It was stated that in September 1927 the Indian Legislatures recommended that the question of the ratification of this draft Convention should be considered at a later date when the amendments necessary to bring the existing law into conformity with the draft Convention had been further examined in consultation with parties interested. Before proceeding further the Government of India decided to inquire from His Majesty's Government whether they were ratifying the Convention and if so whether they were amending the English Merchant Shipping law with which the Indian Merchant Shipping law was closely interlocked. Information was subsequently received that His Majesty's Government had ratified the Convention and had been able to do so without legislation.

The Government of India pointed out that the Convention was largely covered by the existing law and procedure in India. An examination of the Convention, however, indicated that the Indian law would require amendment in the following particulars in order to conform exactly with the Convention.

(*a*) *Article* 3.—Reasonable facilities to examine the Articles of Agreement before they were signed should be given to the seaman and also to his adviser.

(*b*) *Article* 13.—The seaman might claim his discharge in order to obtain a higher post or in other circumstances essential to his interests.

(*c*) *Article* 14.—The seaman should have the right to obtain on his discharge a separate certificate as to the quality of his work or failing that a certificate indicating whether he had fully discharged his obligation under the Agreement.

Article 5 would also require a cessation of the existing practice of entering in the Continuous Discharge Certificate remarks on the seaman's conduct and ability.

The Government of India were inclined to the view that the draft Convention should be ratified by India but before coming to a final decision they asked to be furnished with the views of the Chamber on the subject.

After a careful consideration of the question the Committee submitted the following comments :—

Article 3 stipulated that the Articles of Agreement should be signed by the shipowner or his representative.

Under Section 27/1 of the Indian Merchant Shipping Act of 1923 it was necessary for the Master of a ship to enter into the Agreement with the crew and the Committee considered that this procedure should be adhered to as the proposed change would tend to weaken the position of the Master.

Article 5 laid down that the Seaman's Discharge Certificate should not contain any statement as to the quality of his work.

The Continuous Discharge Certificate in the possession of every Indian seaman gave particulars regarding his employment, conduct and ability and was greatly prized by the men. As all remarks entered on this Certificate were certified by the Shipping Master, who was particularly careful that no man was unfavourably reported upon without very good cause, the document, which bore a photograph of the seaman to whom it was issued, was accepted by employers as indisputable when new hands were being engaged for any vessel, or when a seaman in his old age approached a shipowner whom he had served for many years with an application for a pension.

Article 13 would enable a seaman to break his contract on a very flimsy pretext and to cause intolerable inconvenience to the shipowner.

The proviso that the seaman seeking discharge must provide a competent and reliable substitute was likely to cause considerable friction, as it would take some days for the new man to learn the work and prove his competency, by which time the vessel would probably have left the port at which the original seaman demanded his discharge.

It would be readily realized that, if three or four senior ratings left the vessel in this manner at the same port and the substitutes proved incompetent, the lives of many passengers together with considerable cargo would be endangered.

This clause appeared to be most undesirable and the Committee suggested that the greatest concession that should be granted was that a man should be permitted to break his contract at any port other than that at which Articles were signed, only with the consent of the Master, Shipowner, or Shipowner's Agent.

The Committee stated that it should be made perfectly clear that in the event of a man taking his discharge at his own request at any port other than the port where Articles were signed, neither Master nor Shipowner would be liable for any further expense regarding him in any circumstances whatsoever. The Committee considered this proviso to be necessary in view of the possibility of the man accepting a shore post and finding it unsatisfactory or being dismissed from it and becoming, under the Vagrancy Act, a charge against the steamer from which he had been discharged.

In regard to *Article* 14 the Committee strongly favoured the retention of the Continuous Discharge Certificate (see their remarks regarding Article 5) and were of the opinion that the certificates which would be granted under this Article would be useless to any seaman, owing to the difficulty he would have in proving that they were *bona fide* and that he was the original recipient. A prospective employer would be influenced to a much greater extent by a Continuous Discharge Certificate from which he could see at a glance the man's record on every vessel on which he had served, than by a number of separate certificates issued under this Article.

PROFESSIONAL CAPACITY IN THE CASE OF CAPTAINS, NAVIGATING AND ENGINEER OFFICERS IN CHARGE OF WATCHES ON BOARD SHIP.

The Government of India in February 1930 forwarded to the Chamber a copy of a questionnaire that had been prepared by the International Labour Office in connection with the question of the establishment by each maritime country of a minimum requirement of professional capacity in the case of Captains, Navigating and Engineer officers in charge of watches on board ship, which was on the agenda of the thirteenth session of the International Labour Conference held at Geneva in October 1929.

The Committee carefully examined the questions in consultation with the Marine Superintendents of the various steamship companies in Bombay and subsequently submitted the following replies to the questionnaire :—

Question 1.—Do you consider that the International Labour Conference should adopt a Draft Convention specifying that national laws or regulations are to require certificates of professional capacity for employment as :

(*a*) *Master or Skipper ;*

(*b*) *Navigating officer in charge of a watch ;*

(*c*) *Chief Engineer ;*

(*d*) *Engineer officer in charge of a watch ?*

Answer 1.—The Committee considered it to be desirable that all officers who took charge of a watch, both Navigating and Engineer, should be certificated, the number of such certificated officers being governed by the tonnage of the vessel and her intended trade, *i.e.*, whether foreign-trade going or coastal.

Question 2.—Do you consider that the scope of the Draft Convention should be determined on the basis of general definitions, which might be as follows :—

Master or Skipper.—Any person having command or charge of a vessel ;

Navigating officer in charge of a watch.—Any person not being a pilot who is navigating a ship ;

Chief Engineer.—Any person permanently responsible for the engine-room staff ;

Engineer officer in charge of a watch.—Any person who is running a ship's engines ?

Answer 2.—The Committee considered that the general definitions given in this question were adequate.

Question 3.—*Do you consider that it should be left open to national laws or regulations to provide for minor exceptions on such grounds as, for example, type of vessel and tonnage ? If so, what proposals do you make ?*

Answer 3.—The Committee agreed that it should be left open to national laws or regulations to provide for minor exceptions on such grounds as, for example, type of vessel and tonnage but suggested that the limit of exceptions should be kept as low as was practically possible.

Question 4.—*Do you consider it desirable, while leaving it to national laws or regulations to settle in detail the conditions for granting certificates, to indicate in the international regulations that these conditions as a whole are to be directed towards securing the following guarantees :*

(*a*) *minimum age ;*

(*b*) *a certain standard of professional experience (length of service at sea, a qualifying period in the engine-room or in workshops, etc.) ;*

(*c*) *the passing of one or more examinations organized and supervised by the public authorities ?*

Answer 4.—The Committee agreed with the proposals suggested in this question.

Question 5.—*Do you consider it desirable to indicate that national laws or regulations are to provide for sanctions against :*

(*a*) *a shipowner engaging a master or officer who is not duly certificated as required by the Draft Convention.*

(*b*) *a master or officer making use of forged documents to obtain employment as such ?*

What do you consider should be the character of such sanctions (penal or disciplinary) ?

Answer 5.—The Committee agreed with these proposals and considered that the character of the sanctions against offences of the nature referred to should be penal.

Question 6.—*Is it desirable to provide for special measures for supervising the enforcement of the rules of the Draft Conventions?*

In particular, is it desirable to empower the authorities responsible for ensuring compliance with the laws or regulations relating to the safety of navigation to detain any vessel not carrying the duly certificated officers required?

Answer 6.—The Committee agreed with the proposals suggested in this question.

HOURS OF WORK ON BOARDSHIP.

(*See Reports*, 1927, *Vol. I, page* 168; 1929, *Vol. I, page* 79.)

The Government of India, in February 1930, informed the Chamber that the (Thirteenth) Maritime Session of the International Labour Conference held at Geneva in October 1929 had on its agenda the question of the regulation of the hours of work on boardship, and in accordance with the modifications made in the Twelfth Session of the Conference in the "double discussion" procedure the International Labour Office had prepared a questionnaire based upon the conclusions arrived at on the above question by the Thirteenth Session. The views of the Chamber were requested on the question.

The matter was referred to a special Sub-Committee consisting of Sir Leslie Hudson, Messrs. F. C. Annesley and A. S. Gillespie, whose draft replies to the questionnaire were adopted by the Committee and submitted to Government. Copies of the questionnaire and the Chamber's replies thereto will be reproduced for purposes of record in VOLUME II.

REVISION OF SCALE OF PROVISIONS SUPPLIED TO INDIAN SEAMEN ON BOARDSHIP.

The Government of India in October 1930 informed the Chamber that as a result of the consideration given to a representation received from the Indian Seamen's Union, Bombay, the Government of India considered it desirable to introduce the changes shown in the following schedule in the existing scales of provisions prescribed for lascars and other native seamen engaged on foreign-going ships. Before, however, issuing any orders they asked to be furnished with any remarks which the Chamber might have to offer in the matter.

Article the scale of which it is proposed to alter.	Existing Scale.		Proposed Scale.	
	Ordinary Oz. dr.	Cold weather. Oz. dr.	Ordinary Oz. dr.	Cold weather. Oz. dr.
		General Scale.		
Condensed Milk		..	4 0	4 0 (per week)
		Bombay Scale.		
Condensed Milk		„ „	4 0	4 0 (per week)
Tea	0 4 (daily)	0 4	0 4 (daily)	0 8
Sugar	1 8 (daily)	1 8	1 8 (daily)	2 0
At sea on two days in the week fresh meat.	4 0 (daily)	8 0	4 0 (free from bone.)	8 0
In harbour, daily fresh meat.	4 0	4 0	4 0	4 0

The Committee carefully considered the question in consultation with the Shipping Sub-Committee of the Chamber and they were of opinion that the scale or rations granted to Indian seamen was already on the liberal side.

In replying to Government to this effect they stated that if it was the intention of Government to overhaul the

scale they would recommend that the time was opportune to reduce the allowance of rice and flour by 4 ozs. and 6 ozs. respectively. These reductions would bring the scale for seamen more into line with that applying to Indian troops under the Transport Regulations although the seamen's scale would still be the more generous. This reduction would help to compensate for any increase sanctioned in respect of meat, milk, sugar, tea, etc.

The Committee felt that it would be very difficult in practice to comply with the condition that meat should be supplied without bone, especially in the case of crews who required mutton, *i.e.* most Bombay crews. At the present time, it was understood, this difficulty was partly overcome by a slightly higher issue of meat with bone in ships to which the general scale applied.

It had been pointed out to the Committee that only certain members of the crews would appreciate the supply of milk and if the proposed scale were made general ship-owners would be involved in an expenditure which would not be justified for the purpose of meeting the normal requirements of crews.

There was a further matter in this connection that the Committee brought to the notice of Government. They understood that the regulations governing the supply of pure ghee to lascar crews were very strictly enforced at this port. It might be said with truth that no lascar in his own home would use pure ghee which was extremely difficult to obtain and cost more than table butter. In Bombay its consumption was virtually confined to rich Jains. On the other hand vegetable ghee as imported into India was equal to what was known as "Margarine" in Europe. It was prepared from the best refined vegetable oils, which were derived from

groundnuts, and other articles of Indian export. The bulk of the Indian population had for centuries lived on unrefined vegetable oils and since vegetable ghee was nothing else than highly refined and hardened vegetable oil, treated and flavoured to resemble Indian ghee in appearance and taste it could not be argued that this product was either inferior or harmful. It was understood that vegetable oils had the same nutritive value as milk and that the only objection that had been levelled by scientists against refined vegetable oils (and consequently vegetable ghee) was that they lacked vitamins. It was suggested, however, that a mixture of 50 per cent. pure ghee and 50 per cent. vegetable ghee would contain all the vitamins required by the human body and would provide lascar crews with an article of diet far superior to any they were ordinarily able to obtain.

In the circumstances the Committee felt that the regulation prescribing the issue of pure ghee to ships' lascars was out of date and that this regulation should be amended to allow of the issue by steamer companies of admixtures of vegetable fat on the lines suggested above provided an equal dietetic value was given.

PROPOSED INDIAN SAILORS' HOME IN BOMBAY.

(*See Reports*, 1923, *Vol. I, page* 168 : 1927, *Vol. I, page* 169.)

In the Chamber's report for 1927 it was mentioned that the Government of Bombay in July 1927 drew attention to the fact that they had for some time under their consideration the question of establishing an Indian Sailors' Home in Bombay as a memorial to the Indian seamen who lost their lives owing to enemy action during the Great War. A Committee, consisting among others of a representative of the

Chamber, was appointed in 1923 to draw up a scheme with rough plans and estimate, for the proposed home. The necessary plans and estimate were prepared by the Public Works Department at the request of the Committee, but no further action was taken in the matter as Government were advised that in the then financial position in Bombay it was hopeless to try to raise funds for a Lascars' Home; and it was therefore decided to hold the scheme in abeyance until the financial situation showed material improvement.

In 1927 Government stated that they hoped to be able to raise sufficient funds for the project and had, therefore, decided to reconstitute a Committee to draw up a scheme and requested the Chamber to nominate a representative to serve on the proposed Committee.

The Committee of the Chamber nominated Sir Leslie Hudson.

From the 1st April 1929 the Government of India assumed charge of the scheme. The Committee referred to above submitted its report in October 1929. They recommended the erection of a Home or Institute, on a plot of ground offered by the Port Trust, free of cost, at Masjid Bunder Siding Road, at a cost of Rs. 3,12,245. They proposed that the control of the proposed institution should be placed under a non-official Committee consisting of:—

1. A nominee of the Government of India.
2. A representative of the Government of Bombay.
3. A nominee of the Port Trust.
4. A nominee of the Chamber of Commerce.
5. A nominee of the Indian Merchants' Chamber.
6. The Shipping Master; and if necessary two or three others representing large subscribers.

In regard to the financing of the scheme there was a sum of Rs. 1¼ lakhs earmarked with the Prince of Wales Seamen's Institute for the Lascars' Home and the Bombay Sailors' Home Society had promised a sum of Rs. 1 lakh if a practical scheme was put before them. It was hoped to raise the balance of Rs. 1 lakh from public subscriptions and donations from the principal Shipping Companies, Ruling Chiefs and Government.

For recurring expenditure, which it was estimated would amount to Rs. 13,290 per annum, the Committee recommended that the Government of India should continue their contribution of Rs. 10,000 per year from the Sunday and Close Holiday penalty fees, which sum they had been subscribing regularly for some years, and that the balance might be contributed by the Port Trust and the Bombay Government in the proportion of 2 : 3 respectively.

In replying to the Government of Bombay the Committee stated that they supported the scheme outlined in the report of the Indian Sailors' Home Committee.

BOMBAY PORT TRUST.

Tenders for Coal.

A member in September 1930 drew the attention of the Committee to the circumstances under which the Bombay Port Trust called for tenders for the supply of coal for their requirements during 1929-30.

It appeared that the first notification that the Port Trust were in the market for coal was published on the 12th August 1929, and tenders were due at the office of the Controller of Stores on the 9th October. The tenders for First and Second Class Coal had to be accompanied by

earnest money to the extent of Rs. 8,000. These tenders were considered by the Trustees on or about the 11th November but it was decided to call for fresh tenders. This was duly done and the second lot of tenders were due on the 18th December. The contract was finally placed somewhere about the middle of January. It was contended that the result of the delay, namely from 9th October to about the 15th January, was that, firstly, colliery owners and merchants had to keep an offer open for a period of three months at a time when several contracts all over India were placed, and secondly, the Port Trust were in a position to draw interest for a similar period on the earnest money deposited with them. The member stated that the treatment of coal merchants by the Port Trust in this manner was extremely unfair, and suggested that the attention of the Trustees might be drawn to the matter with a view to preventing a recurrence in future.

After making very careful enquiries the Committee informed the member that they understood that steps had been taken by the Port Trustees to prevent a recurrence of the incidents complained of and the Committee did not propose therefore to take any action in the matter.

MUNICIPAL LICENSES FOR STORAGE OF OIL SEEDS.

In May 1930 the attention of the Committee was drawn by a member to the fact that notices had been served by the Bombay Municipal Corporation on merchants trading in oilseeds calling upon them to obtain licenses for their godowns on payment of the fees laid down in the scale adopted by the Municipal Corporation at their meeting on the 15th October last. The member asked that the Chamber might support a representation made by the Grain Merchants'

Association urging the Municipal Corporation to cancel the license fees.

In addressing the Municipal Corporation in the matter the Committee drew attention to the fact that in the statement of objects and reasons attached to the Bill further to amend the City of Bombay Municipal Act (now Act X of 1928) it was mentioned that the amendment of Schedule M of the Act was designed " to protect the public from the danger and serious nuisance arising from the storage in residential buildings of certain inflammable or otherwise objectionable articles," which had hitherto not been included in the Schedule.

It seemed to the Committee that the main intention of Section 394 and Schedule M of the Act was merely to control trades that were likely to be a nuisance, or injurious to health and the fees received from the licenses issued in this connection should not in these circumstances, in the opinion of the Committee, exceed the cost of supervision. The Committee felt that it was never intended that such license fees should be considered an illimitable source of revenue to the Corporation.

The Committee submitted a statement showing the share of Bombay in the export trade in oilseeds during the past three years and pointed out that the trade was on a decline, and added that in its present depressed condition it was not in a position to bear any extra burden.

Under the circumstances the Committee requested the Corporation to reconsider its previous decision and make the charge for the issue of licenses a purely nominal one.

Up to the time of writing this report no reply has been received from the Municipal Corporation.

PROPOSED EXPORT TAX ON RAW COTTON.

A Conference was held at Poona on the 15th August 1930 between representatives of the Government of Bombay and representatives of the Bombay Municipal Corporation to discuss the question of the dissolution of the City Improvement Trust and the transfer of its activities to the Bombay Municipality. It was stated at the Conference that as the Municipal Corporation would have to undertake additional financial liability it would be necessary for the Corporation to raise additional revenue and among the possible sources of revenue suggested was a duty of four annas per bale of cotton exported from Bombay.

The Committee in addressing the Government of Bombay in the matter raised an emphatic protest against the proposal. They pointed out that as cotton was not a monopoly of India the price was determined internationally. The price of cotton in Bombay, however, largely regulated the price in India, Bombay being the principal market in this country. The reduction in price which would be brought about by the export duty would therefore hit not only exported cotton but would also tend to reduce the price of cotton grown in India generally. It would thus be seen that for the benefit of the Bombay Municipality, cotton-growers in other parts of India would be mulcted and it seemed unfair that the incidence of the tax should fall on a community living outside Bombay and which was in no way connected with its municipal affairs and was unlikely to reap the benefit of the utilisation of the duty.

The Committee were of opinion that the levying of what was really an export duty for the benefit of the Municipality, was wrong in principle and might form a dangerous

precedent. The Indian Fiscal Commission, the Indian Taxation Enquiry Committee and the Indian Tariff Board (Cotton Textile Industry Enquiry) all opposed the levy of an export duty on cotton which they considered unsound since it would fall upon the producers of Indian cotton and might do considerable harm to the export trade. These conclusions had been endorsed by the Chamber which had always been opposed to export duties, except in the case of monopoly of production, for revenue purposes.

In the opinion of the Committee the cotton trade was already carrying its fair share of direct taxation for, in addition to the Town Duty of Re. 1 per bale of cotton entering Bombay, there was a cess of 2 annas per bale on all cotton produced in India. The proposed 4 anna cess would tend to divert cotton from the United Provinces and Rajputana to other ports such as Karachi and possibly Okha, while there was the danger of more cotton from the Central Provinces and Berar going to Calcutta and more cotton from the South to Marmagoa and Madras.

In conclusion the Committee mentioned that in view of the existing low level of cotton prices a proposal was before the Railway Board to reduce the railway freight rates on cotton with the object of assisting the cultivator. The Committee understood that the Railway Board were inclined to view the proposal sympathetically and it seemed anomalous that while the Government of India might be prepared to forego a certain amount of revenue from railway freight on cotton for the above mentioned purpose, yet the Bombay Municipality took so shortsighted a view of the situation as to desire to levy a duty which would not only counteract this benefit to the cultivator but would also, through the resulting diversion of traffic to other ports,

affect the revenues of the Bombay Municipality in other directions.

Under the circumstances the Committee expressed a hope that the Government of Bombay would reject the proposal of the Bombay Municipality.

BURSTING OF THE MONSOON.

The Meteorologist, Bombay, informed the Chamber that, the 5th and 9th June 1930 might be taken as the dates on which the Monsoon burst in Malabar and Bombay respectively.

WEATHER WORKING DAYS.

The following days during the monsoon months of 1930 were declared by the Committee of the Chamber to be half or non-weather working days for steamers in the Docks :—

Wednesday, 25th June	..	Half	Weather	Working Day.
Friday, 27th June ..	..	Half	„	„ „
Tuesday, 5th August ..	..	Non-	„	„ „
Tuesday, 9th September	..	Half	„	„ „
Wednesday, 10th September	..	Non-	„	„ „
Friday, 12 September ..	..	Half	„	„ „
Saturday, 13th September	..	Half	„	„ „

The following days were declared by the Deputy Conservator, Bombay Port Trust, to be half or non-weather working days in the stream :—

Monday, 30th June 1930	..	Half	Weather	Working Day.
Wednesday, 29th October	..	Non-	„	„ „
Thursday, 30th October	..	Non-	„	„ „

IMPERIAL COUNCIL OF AGRICULTURAL RESEARCH.

BOMBAY PROVINCIAL COMMITTEE.

(*See Report*, 1929, *Vol. I, page* 4.)

The following Press Note was issued by the Government of Bombay on the 14th June 1930 :—

"In pursuance of the recommendation of the Royal Commission on Agriculture regarding the establishment of a committee in each major province to work in close co-operation with the Imperial Council of Agricultural Research, the Government of Bombay have constituted a provincial agricultural research committee, consisting of the following officials and non-official gentlemen :—

1. The Hon'ble Minister for Agriculture.
2. The Director of Agriculture (Secretary).
3. The Principal, Poona Agricultural College.
4. The Registrar of Co-operative Societies.
5. Mr. K. Hewlett, Principal, Bombay Veterinary College.
6. Dr. A. N. Meldrum, D.Sc., Principal, Royal Institute of Science.
7. Sir Joseph Kay, Kt.
8. Mr. Walchand Hirachand.
9. Rao Bahadur R. S. Asavale, M.L.C.
10. Rao Bahadur Bhimbhai R. Naik.
11. Mr. R. G. Pradhan, M.L.C.
12. Mr. S. A. Sardesai, M.L.C.
13. Sardar Bhasaheb *alias* Dulabava Raisingji Thakor of Kerwada, M.L.C.

The Committee will advise Government on programmes of agricultural research to be submitted to the Imperial Council of Agricultural Research on applications from persons within the Bombay Presidency including Sind for grants from that body and also on any scheme or project which may be referred to it by Government for opinion."

INDIAN (SUNN OR SANN) HEMP.

The Imperial Council of Agricultural Research in May 1930 drew the attention of the Chamber to a memorandum that had been prepared by the Imperial Institute, London, for the Empire Marketing Board on the subject of Indian (Sunn or Sann) hemp—its production and utilisation. The Council drew particular attention to the fact that considerable improvement in Indian Sunn hemp was likely to result if the selection, cleaning and baling of hemp for export were carried out up-country more on the lines of cotton baling. If this were done, especially if, from the outset, press marks similar to those required (under the Cotton Ginning and Pressing Factories Act) for Cotton were adopted, the London buyer would know at once the district of origin of the Sunn hemp in a particular consignment. One of the complaints against Sunn hemp exported to England was that hemps of different "growths" and hemp from different districts were mixed, so that the lots were not uniform. In inviting particular attention to the portion of the memorandum dealing with suggestions for improvements in the packing of Indian hemp, the Council inquired whether the suggested measures were considered practicable and commended themselves to the Chamber.

The Council stated that it was uncertain as to how far the faults common to many grades of Sunn hemp were due to defective preparation of the fibre by the cultivator and how far to unsatisfactory handling after the fibre had been purchased by the middlemen. The Imperial Council of Agricultural Research had, therefore, decided to employ a special officer for a period of a year to study the conditions under which hemp was marketed and handled in the primary markets or up-country buying centres.

As only a few members of the Chamber were directly interested in the export of hemp the Committee thought it desirable to invite the Indian dealers to meet in the Chamber's rooms so that the Chamber might have the benefit of their views on the proposals. A meeting was accordingly held on the 2nd July 1930 and after some discussion the following resolutions were adopted :—

I. That this meeting considers the suggestion of selecting and baling hemp up-country is impracticable on account of the fact that the quantities available in many of the up-country producing centres are too small to warrant the erection of presses and therefore it would not be possible to carry out the suggestion of press marks on hemp bales.

II. That this meeting would welcome the assistance of the Agricultural Research Officers in demonstrating to the cultivators improved methods of retting and other means by which the grade of the crop can be improved. It desires emphatically to associate itself with Mr. Wigglesworth's oral answer to question No. 54784 on page 30 of the Report which reads :—"I think it is premature and I think the system would break down almost at once. What I am pressing and urging is to leave the grading and packing in the hands of the men who are doing it at present, who are not doing it very badly. Improve the production and the grading will improve itself." As the plaiting of the bundles is done up-country shippers at the ports are unable to alter this without incurring considerable expense and the attention of the Agricultural Research Officers should be drawn to this also.

III. That this meeting is of opinion that one of the principal difficulties which shippers experience is the fact that there are no samples of the standard grades of Indian hemp in existence. Indian hemp is sold on the basis of "F.A.Q. of the grade" and all arbitrations are held in London where the bales drawn from the shipment are not compared with any definite sample but with the arbitrator's recollection of what the grade should be. This meeting desires to record an emphatic protest against such arbitration.

IV. This meeting is of opinion that a statement should be drawn up every two years giving full details of the colour, length of fibre, &c., &c., required for each grade and growth of Indian hemp to serve as a basis for arbitration in London and to enable shippers to grade their shipments with some degree of accuracy.

V. That the shippers attending this meeting are willing to carry out any reasonable suggestions put forward for the improvement of the packing of bales, *e.g.*, looser packing, but feel that in return the Association in London should be prepared to consider a revision of the present contract which in their opinion is unfair to shippers.

Copies of the resolutions were forwarded to the Imperial Council of Agricultural Research, the Hemp Merchants' Association, Bombay, and the Indian Trade Commissioner, London.

The question was also informally discussed with Mr. B. C. Burt of the Imperial Council of Agricultural Research on the 14th August 1930.

In September 1930 intimation was received from the Imperial Council of Agricultural Research that Mr. T. S Sabnis, M.SC., I.A.S., 2nd Economic Botanist to the Government of the United Provinces, had been appointed as special officer to enquire into the conditions under which hemp was marketed and handled in India and that in connection with the proposed investigation he intended to visit the principal hemp centres in the country.

OIL CRUSHING INDUSTRY.

The Director of Industries, Bombay, informed the Chamber in October 1930 that in view of the great importance of oil

seeds to Indian agriculture both from the point of view of the better feeding of Indian cattle and of the provision of oil cakes for use as fertilisers, the Imperial Council of Agricultural Research, Simla, had decided to appoint a Committee consisting of officials, businessmen and other non-officials interested in the Indian oil crushing industry to consider the steps to be taken to encourage and develop the industry and the Government of Bombay had requested him to suggest the names of suitable non-official members in consultation with commercial bodies in this Presidency. He accordingly asked the Chamber to suggest the names of people interested in the oil industry and oil seeds trade who would be willing to serve on the Committee.

After consulting members interested the Committee submitted the names of Mr. R. D. Fraser of Messrs. Steel Brothers & Co., Ltd., Mr. C. J. Meager of Messrs. Arnhold & Co., Ltd., and Mr. T. Lykiardopulo of Messrs. Ralli Brothers to serve as general commercial members of the Committee in question.

DISINFECTION OF WOOL AND GOAT HAIR IMPORTED INTO THE UNITED KINGDOM.

(*See Reports*, 1897, *pp.* 76, 352; 1906, *pp.* 119, 509; 1907, *pp.* 105, 397; 1919, *pp.* 63, 381; 1920, *Vol. I, page* 201; 1921, *Vol.* 1, *page* 186; 1929, *Vol. I, page* 135.)

The following statement issued by the Home Office, Whitehall, was forwarded by the Collector of Customs to the Chamber in June 1930 and is reprinted for purposes of record :—

"It has been suggested that the disinfection of wool (or goat hair) at the Anthrax Disinfecting Station at Liverpool reduces the

weight of the wool with proportionate loss to the owner. This suggestion is incorrect. Very careful measures are taken to ensure that there is no appreciable loss of the wool fibre itself and disinfection can scarcely be said to reduce the weight of the wool. The weight of any particular consignment is certainly less after disinfection than before, but the process of disinfection is designed to depart as little as possible, consistently with efficient routine disinfection, from the practice in ordinary wool scouring and, as now carried out, disinfecting cleanses the wool at least as effectively as scouring. The reduction of weight referred to is due to the removal in this way of grease sand and other foreign matter present in all raw wool. The weight of wool fibre in a consignment is, therefore, substantially the same after disinfection as before, but in the former case it is clean and free from foreign matter. Moreover, experience shows that the market value of disinfected material is, as in the case of wool after scouring, greater per pound than that of undisinfected or unscoured material."

PREPARATION AND SALE OF MEDICINAL DRUGS.

In pursuance of a resolution which was adopted by the Council of State urging the Government to take such steps as may be possible to control the indiscriminate use of medicinal drugs and to legislate for the standardisation of the preparation and for the sale of such drugs, the Government of India, after consulting and with the approval of the local Governments, appointed a Committee to explore and define the scope of the problem and to make recommendations as to the measures which should be taken.

The terms of reference to the Committee were as follows :—

(*i*) To enquire into the extent to which drugs and chemicals of impure quality or defective strength, particularly, those recognized by the British Pharmacopœia, are imported, manufactured or sold in British India, and the necessity, in the public interest, of controlling such importation, manufacture and sale, and to make recommendations ;

(*ii*) To report how far the recommendations made in (*i*) may be extended to known and approved medicinal preparations other than those referred to above, and to medicines from indigenous drugs and chemicals; and

(*iii*) To enquire into the necessity of legislation to restrict the profession of pharmacy to duly qualified persons, and to make recommendations."

The Secretary of the Drugs Enquiry Committee issued a questionnaire for the purpose of elucidating the different aspects of the problem. Copies of the questionnaire were circulated among members interested in September 1930 for such action as they might deem necessary.

WHITE OIL.

(*See Report*, 1928, *Vol. I, page* 225.)

The Government of Bombay in February 1930 forwarded to the Chamber a copy of a letter that had been received by the Government of India from the Indian Chamber of Commerce, Calcutta, urging that the importation of "White Oil" into British India should be prohibited, except under license for specific purposes, in order to prevent the adulteration of edible oil. The Government of Bombay enquired whether the allegation that "white oil" was largely used as an adulterant of edible oils was correct and, if so, whether the Chamber considered that any steps were necessary to restrict the import of this article into India in the interests of public health.

The Committee in reply forwarded to Government a copy of a letter written by the Chamber to the Associated Chambers of Commerce of India and Ceylon on the subject in September 1928 and added that the decision reached at that time was based on the fact that sufficient evidence of adulteration was not forthcoming to justify the necessity

for legislative action. They were still without definite information as to the extent that white oil was being used as an adulterant of edible oils, though it appeared to be generally accepted that it was considerable. The Committee added that if there was sufficient evidence to show that adulteration of edible oils was taking place on a serious scale the Chamber, without necessarily committing itself to endorsing the suggestion made by the Indian Chamber of Commerce, Calcutta, would not be likely to oppose any well considered measures which Government might consider advisable to stop the practice.

The Government of Bombay in November 1930 forwarded to the Chamber a copy of a resolution of that Government communicating copies of correspondence and the Government of India's decision in regard to the question of the importation of white oil into British India and its adulteration with other edible oils.

The Government of Bombay in a letter to the Government of India stated that from the information received by them they believed the allegation that white oil was largely used as an adulterant of edible oils to be correct. They understood, however, that the objection to the use of it as an adulterant was not so much that it was actively deleterious as that it had no food value of any kind and therefore reduced the nourishing quality of food with which it was mixed. Government were of opinion that any attempt to regulate its import should be undertaken with caution, since it might result in the use of more harmful adulterants in edible oils and might place obstacles in the way of the use of white oil for legitimate purposes. Suggestions had been made that the import of white oil as an adulterant might be made unprofitable by the imposition of a heavy tariff, or

that its coloration should be insisted on or that the penalty for proved cases of its use to adulterate edible oils might be enhanced, or that the importation of such oil should be prohibited except under license and for a specific purpose.

The Government of Bombay were of opinion that the evil appeared to have reached dimensions which rendered it desirable to consider further regulative action on some such lines as those indicated above.

The Government of India in a letter they had addressed to the Indian Chamber of Commerce, Calcutta, who had originally raised the question, stated that the replies they had received from local Governments, who had been addressed in the matter, showed that the use of this oil for adulteration with edible oils was not at all wide-spread in many parts of India, and that most of the local Governments and Administration were not in favour of the adoption of the Chamber's suggestion that the importation of white oil should be prohibited, except under license for a specific purpose, and then only on payment of a heavy specific duty. The Government of India were of opinion that the practice to which the Chamber had drawn attention could, to the extent that it existed, be dealt with more appropriately by pure food legislation than by the employment of the Sea Customs Act in the manner suggested by the Chamber. They had, therefore, decided to leave it to local Governments to take such steps as they considered necessary in the matter by local legislation for the prevention of the adulteration of foods.

PROHIBITION OF IMPORTS INTO INDIA OF UNROASTED COFFEE BEANS.

(*See Report*, 1926, *Vol. I*, *page* 203.)

The following copy of Notification No. 1343-Agri, dated Simla, 21st June 1930, of the Department of Education,

Health and Lands was received from the Associated Chambers of Commerce of India and Ceylon in August 1930.

In exercise of the powers conferred by sub-section (1) of section 3 of the Destructive Insects and Pests Act, 1914 (II of 1914), the Governor-General in Council is pleased to prohibit, with effect from the 8th August 1930, the import of unroasted coffee beans into the Madras Presidency by sea or, save where the import is from a place within India, by land :

Provided that the prohibition hereinbefore contained shall not apply to a consignment of unroasted coffee beans produced in India and covered by a certificate of origin in the form set forth in Schedule A signed by one of the authorities specified in Schedule B.

SCHEDULE A.

Certificate of origin for Indian Coffee Beans.

Name of Consignor.	Name of Consignee.	Gross Weight.	Number of Packages.	Mark of each Package.	Name of District in which produced.

Certified that the above consignment of raw coffee beans is Indian produce grown in the district described above.

Signature of certifying authority.

No. of R. R. or No. of B/L. *Signature of consignor.*

SCHEDULE B.

Certifying authority :—

(1) The Director of Agriculture, Mysore State.

(2) The Director of Agriculture, Madras Presidency.

(3) Any other officer whom the Government of Madras may appoint in this behalf by notification in the *Fort St. George Gazette.*

In November 1930 the Government of Bombay forwarded to the Chamber for its views a copy of a letter that they had received from the Government of India in which it was stated that the latter Government were of opinion that nothing short of the total prohibition of the import of unroasted coffee would safeguard the coffee plantations of South India against the risk of constant re-infection by a pest which threatened the very existence of the coffee growing industry.

The Committee in replying to the Government of Bombay stated that they supported the Government of India's proposals for the prohibition of the importation into India of coffee except in a roasted and ground condition.

BOMBAY COTTON CONTRACTS ACT, 1922.

The Government of Bombay in December 1929 asked for the views of the Chamber on a Bill to repeal the Bombay Cotton Contracts Act, 1922, that Mr. J. C. Swaminarayan, M.L.C., proposed to introduce in the ensuing session of the Bombay Legislative Council.

In the statement of objects and reasons attached to the Bill it was mentioned that the conditions which rendered necessary the passing of the Bombay Cotton Contracts Act no longer existed and trade in general no longer required the control vested in the East India Cotton Association, Ltd., under the Act. It was, therefore, sought to repeal the 1922 Act, by the Bill.

In replying to the Government of Bombay the Committee stated that they were strongly opposed to the Bill which appeared to them mischievous and contrary to the

interests of the cotton grower and the cotton trade generally. The Committee added that in the Chamber's view it was essential that the cotton market should be controlled by a properly constituted body or Association which could lay down rules and regulations under which dealings might be transacted. Furthermore, the Committee considered that any amendments or alterations in the existing law should be undertaken by Government when the present Act expired, and the Chamber would then be happy to put forward its suggestions for certain improvements in the regulations which appeared desirable.

Subsequently the Government of Bombay informed the Chamber that the Bombay Cotton Contracts Act, 1922, would expire in December 1930 and inquired whether, in the opinion of the Chamber, it should be continued and, if so, for what period. Government also asked whether the Chamber advocated any modification of the present statute.

The question was referred to a special Sub-Committee consisting of Sir Joseph Kay, Messrs. C. P. Bramble, W. G. McKee, B. Samoilys and J. Vonesch. In replying to the Government of Bombay the Committee stated that they were of opinion that the Bombay Cotton Contracts Act should be extended for a further period of three years. They thought that in the main the "Panel system" had worked satisfactorily and that although it was not an ideal method of governing the trade it should be retained. The Committee suggested that Clause 8 of the Act should be amended so as to provide that contracts made under other auspices than the East India Cotton Association should not only be void but illegal.

The Committee considered that the arbitration system was most unsatisfactory and required radical revision. They

suggested blind arbitrations. At present both buyers and sellers were known and arbitrators were frequently appointed who were not competent to pronounce on the quality of the cotton in dispute. This resulted in wrong awards based on ignorance which entailed further expense in appeals. The Committee understood that the situation had become so bad that operators had lost all confidence in arbitrations and endeavoured to settle their differences amicably. The Committee felt that if it was possible to introduce blind arbitrations justice would be done and to this end they put forward the following suggestions :—

(1) The appointment of a special Arbitrators' Committee consisting of men fully qualified to judge the various types of cotton.
(2) The names of neither the buyer nor the seller to be divulged.
(3) The arbitrators and umpire to be selected by the Board because of their special knowledge.
(4) Surveys to bear a serial number in order to ensure an unbiassed judgment.

Finally, the Committee recalled that in 1925 the Chamber recommended weekly instead of fortnightly clearings. It was suggested that the opportunity might be taken of urging this reform on the East India Cotton Association Limited.

The Committee were subsequently informed that after consulting representatives of the cotton trade in Bombay Government had decided to extend the operation of the Act until 31st August 1931 and in the meanwhile to examine in detail the criticisms which had been made of the working of the Act. Government added that they were advised that the most satisfactory method of arriving at a solution of the problem would be to appoint a representative Committee to make recommendations.

On the 17th June 1930 the following Press Note was issued by the Director of Information :—

"With reference to the Press Note published on the 15th of April last relating to the extension of this Act until August 31, 1931, the Government of Bombay have now decided to appoint the following Committee to consider the working of the Act and to make recommendations for its amendment :—

Mr. G. Wiles, C.I.E., I.C.S., (Chairman) ; Sir Purshotamdas Thakurdas, Kt., C.I.E., M.B.E., Sir Joseph Kay, Kt., Mr. H. P. Mody, Mr. W. Lamond, Mr. Hirachand Vanechand Desai, Mr. A. Fotiadi, Mr. Parshotam Jivandas, Mr. Kishan Prasad, Mr. Shivpratap Joshi, Mr. Begraj Gupta, Mr. Durgadutt Sawalkar, Rao Bahadur B. R. Naik and Rao Saheb C. S. Shirhatti.

The terms of reference will be as follows :—

(*i*) To examine the working of the Cotton Contracts Act of 1922, with particular reference to the constitution of the East India Cotton Association therein approved;

(*ii*) To consider whether any addition to the present activities of the Association should be embodied in the constitution;

(*iii*) To consider whether any of the by-laws made by the Board and sanctioned by the Governor in Council have acted to the detriment of the Trade or any section of the Trade;

and to make recommendations.

CLASSIFICATION OF KUMPTA-DHARWAR COTTON.

The Director of Agriculture, Bombay Presidency, in January 1930, asked for the views of the Chamber on a proposal made by the Managing Director, the Hubli Co-operative Cotton Sale Society, that in the Government Crop Forecasts, the cotton grown in the three protected areas under the Cotton Transport Act of (1) Bagalkot Area, (2) Bijapur Area and (3) Kumpta-Dharwar Area should be shown separately. After consulting members interested the

Committee informed the Director of Agriculture that they desired to support the proposal.

It was also arranged to show the arrivals of cotton into Bombay from the above areas separately in the Chamber's "Daily Arrivals Return."

MODEL ARBITRATION RULES.

(*See Reports*, 1923, *Vol. I*, *page* 219; 1927, *Vol I*, *page* 11; 1928, *Vol. I*, *page* 239.)

The Federation of Chambers of Commerce of the British Empire informed this Chamber in April 1930 that its Executive Committee were anxious to know which Chambers, following the recommendations of the Eleventh Congress, had decided to put into practice the model Arbitration Rules contained in the report produced by the Special Committee of the Federation in 1927.

The Committee in reply informed the Federation that the Arbitration By-laws of this Chamber, which had been agreed to by the Manchester and Bradford Chambers were adopted as recently as May 1929 and the Committee were not in a position to consider any alteration at the moment.

THE CHAMBER'S ARBITRATION BY-LAWS.

Inquiries are frequently received in the Chamber's office as to whether the Arbitration By-laws which were adopted by members of the Chamber at a Special General Meeting held on the 20th March 1929 and which came into force on the 1st May 1929 are still in force.

The question whether these By-laws apply to any particular contract must necessarily depend upon the terms of

the Arbitration Clause in such contract. The By-laws, however, do apply to all references to the Chamber for arbitration.

NOMINATION OF UMPIRES IN PRIVATE SURVEYS.

A member in March 1930 asked the Chamber whether, in the event of a dispute being referred to surveyors privately appointed and such surveyors disagreeing in their reports, the Chamber would appoint an umpire to settle the matter.

The Committee in reply pointed out that the arrangement between the Bombay Native Piecegoods Merchants' Association and the Chamber in regard to piecegoods surveys was embodied in by-laws Nos. 17 to 27 of the Chamber's arbitration by-laws which were adopted by the Special General Meeting of the Members of the Chamber held on the 20th March 1929 and which came into force on the 1st May 1929. As far as the Chamber was concerned these by-laws were in force and consequently the Chamber was unable to adopt the reports submitted by surveyors privately appointed or to appoint umpires when such surveyors disagreed. The Chamber was prepared, however, to nominate umpires in private surveys when requested to do so by both parties to a dispute; such umpires would, however, act in a private capacity and their awards would not be issued on Chamber headed paper.

COMPLAINTS SUBMITTED TO SURVEY.

(*See Report*, 1928, *Vol. I*, *page* 236.)

The opinion of the Chamber was asked in December 1929 by an importing house on the following point:—A

dealer at first complained about the difference in colours of a consignment of piecegoods and eventually a survey was arranged. Before the survey took place, however, the dealer registered further complaints in regard to the quality and finish of the goods. The importing house inquired as to whether the dealer was entitled to put forward his further complaints and whether the shipper or the surveyor on behalf of the shipper was bound to recognize them.

After consulting the Import Sub-Committee the Committee in replying stated that speaking in a general sense they were of opinion that surveyors were not entitled to award on any point which had not been submitted by all the parties to a dispute. The question whether any specific point should or should not be submitted to the surveyors was governed by the terms of the contract, and might in itself be a suitable matter for settlement by the surveyors before they proceeded with the survey proper.

CALCULATION OF ALLOWANCES GRANTED BY SURVEYORS.

An enquiry was received from a member in September 1930 as to whether a buyer was entitled to claim an allowance granted by surveyors on the Customs Duty paid on the cloth.

After consulting the Import Sub-Committee the Committee stated that in their opinion allowances granted by surveyors should be calculated on the contract price as between importer and buyer whether such contract price included duty or otherwise.

LATE SHIPMENT.

Days of Grace.

(*See Report*, 1923, *Vol. I, page* 229.)

In May 1930 an importing house asked for a ruling of the Chamber on the following point:—Two cases of goods were indented for January/February shipment. The contract stipulated that "20 days earlier or later in the specified time of shipment is not to be considered breach of this contract." The Bill of Lading date was 15th March. The importers enquired whether the goods were shipped in time.

After consulting the Import Sub-Committee the Committee confirmed a ruling given by the Chamber in 1923 on a somewhat similiar reference and informed the importers that the shipment in question was not late in terms of their contract.

LATE SHIPMENT ALLOWANCES FOR PIECEGOODS.

(*See Report*, 1926, *Vol. I, page* 297.)

Enquiries were received by the Chamber in May 1930 as to whether, in view of the fact that hitherto the late shipment allowances for cotton, artificial silk and woollen piecegoods were determined by the rate of customs duty charged, *i.e.*, 11% or 15% and as the duty on cotton piecegoods had been raised by the Cotton Textile Industry (Protection) Act, dealers would be entitled in future to claim for cotton piecegoods the higher rate of late shipment allowances.

On making enquiries the Committee were informed that the late shipment allowances in Calcutta and Karachi on woollens were as under :—

2½% if not more than one month late.
4% „ „ „ two months late
5% „ „ „ three months late.

If the delay exceeded three months the total allowance would be 7½%.

In the case of cotton goods the allowances were :—

1½% if not more than one month late.
2½% „ „ „ two months late.
3½% „ „ „ three months late.

If the delay exceeded three months the total allowance would be 7½%.

For artificial silk goods the scale of allowances was the same as that recognized for cotton piecegoods.

The Committee understood that some importing houses in Bombay had adopted the above scales, but they felt that the time was not opportune for the Chamber to make a definite ruling.

EX-GODOWN SALES.

In reply to an enquiry from a member in June 1930 the Committee expressed the opinion that ex-godown sales always included duty unless otherwise specifically stated in the contract.

LOSS IN WEIGHT OF IMPORTED YARN.

The Manchester Chamber in November 1929 informed this Chamber that some of its members had had difficulties

in regard to the question of the loss in weight of hosiery yarn on cones shipped from Great Britain to India, such loss being directly attributable to the fact that the goods in question passed through the tropics *en route*. The Manchester Chamber suggested that it might be worth while jointly to consider whether or not it was desirable to arrive at an agreed basis to cover the difficulty in question, bearing in mind that the trouble was not a universal one, because most purchasers recognised the possibility of loss in weight during transit and acted accordingly. It was stated that from the point of view of the shippers of Manchester it was quite an easy matter to guarantee that when the goods were delivered to the Docks they were absolutely correct as regards weight. But it could not but happen that when those same yarns were received on the other side shortage of weight might have occurred due to climatic conditions during transit. Thus when claims were made it was difficult to arrange matters amicably because of the absence of any agreed basis to cover the point at issue. The Manchester Chamber enquired whether there would be any serious objection to a proposal emanating from that Chamber somewhat to the following effect:—

"That as from a given date it be established that Buyers should accept, as reasonable delivery, yarns packed in cases, the weight of which did not fall less than a given percentage below the weight stipulated in the contract. The Buyer would have the right to demand the production of satisfactory proof as to the actual weight of the yarn at time of shipment."

In this respect the Manchester Chamber thought that it would be desirable jointly to agree as to the source of such proof and it was obvious that a necessary feature of such an arrangement would be the expedition of obtaining the same; they suggested that the forwarding agents for the Shipping Companies, who themselves controlled the weights, and with

whom no doubt suitable arrangements could be made, might issue the necessary certificates.

After consulting the Import Sub-Committee the Committee replied that they were of opinion that the suggestion of the Manchester Chamber was sound and reasonable. They, however, inquired:—(*a*) What was the Manchester Chamber's idea of a "given percentage"; and (*b*) what, in their opinion, would constitute "satisfactory proof" of weight at time of shipment. In the latter connection the Committee stated that they did not think that certificates issued by forwarding agents would be accepted by buyers at this end as satisfactory evidence of the weight of the yarn.

No further communication on the subject was received from the Manchester Chamber.

CUBIC CONTENTS OF CYLINDRICAL PACKAGES FOR FREIGHT PURPOSES.

In a circular dated 10th December 1930 members of the Chamber were asked for their views on the question of the method of calculating the cubic contents of cylindrical packages for freight purposes. The formula at present in force is laid down in the following note which forms part of the Chamber's Tonnage Schedule:—

"Cylindrical packages that weigh less than 20 cwts. to the 40 cubic feet are to be accepted as measurement cargo and the following formula shall be recognised for the calculation of their cubical contents, namely, that the square of the diameter be multiplied into the length and one fifth be deducted from the product."

It was suggested to the Committee by the member who raised the question that a distinction should be made between wooden casks and hogsheads, the ends of which are smaller than the bulge, and oil drums, the diameter of which is uniform throughout.

At the time of writing this report the matter was under the consideration of the Committee.

STEVEDORE RATES.

In November 1930, the Committee, after consulting the Shipping and Export Sub-Committee, in replying to a member stated that there were no ruling rates for stevedores in Bombay for loading and/or discharging general cargo in the docks as the rates quoted and accepted extended from annas 3 to annas 6 and even higher. The Committee considered, however, that annas four would be a fair rate for discharging and or loading general cargo in the Bombay docks.

RULES OF THE BOMBAY NATIVE SHARE AND STOCK BROKERS' ASSOCIATION.

(*See Reports*, 1923, *Vol. I, page* 55; 1925, *Vol. I, page* 297· 1926, *Vol. I, page* 75; 1927, *Vol. I, page* 108.)

The Government of Bombay in April 1930 invited the Chamber's views on the following amendments made by the Native Share and Stock Brokers' Association, Bombay, in their rules for the regulation and control of transactions in securities (other than ready delivery contracts) :—

In the 4th line of Rule 188 (*a*), after the word "business" the words "in such scrip or scrips and " shall be inserted.

After Rule 188 (*b*), the following sub-rule shall be inserted, namely :—

"Rule 188 (*c*).—When the Board extends the time for payment under sub-clause (*a*) the Board shall by a resolution :—

(*i*) fix from time to time the making up price of such scrip for the purposes of a carry over from settlement to settlement and such making up price shall be near the rate of such

scrip prevailing in the market prior to the suspension of business;

(*ii*) order that interest at Bank rate with a minimum of 6 per cent. per annum on such making-up price shall be paid by the purchaser to the seller provided the seller has actual scrip in hand for delivery."

In Rule 335 (*k*), for the words "for a period of three years only in the first instance" the words "till June 1933" shall be substituted.

The Committee in reply stated that the addition proposed to be made to Rule 188 (*a*) appeared merely to clarify the meaning of the Sub-Rule and as such was quite reasonable and proper.

The proposed Sub-Rule 188 (*c*) was evidently dictated by experience and appeared to be in order.

The amendment to Rule 335 (*k*) merely fixed a definite date in place of the present words "for a period of three years only" and also appeared to be in order.

INDIAN INSTITUTE OF SCIENCE:

(*See Report*, 1921, *Vol. I, page* 212.)

The Chairman of the Quinquennial Reviewing Committee of the Indian Institute of Science, Bangalore, in November 1930 asked for the views of the Chamber on the possibility of establishing a closer relationship between the Indian Institute of Science and the various industrial bodies in India, with a view to encouraging the submission to the Institute of problems of an industrial nature for elucidation and research.

The Committee in reply enquired as to the particular subjects on which the Indian Institute of Science could offer technical investigation. They also asked that the Chamber might be furnished regularly with Calendars and other literature showing the nature of the problems which could be investigated in the Institute laboratories and the fees, if any, charged. The Committee added that if this information were supplied it would be possible to circularise members so that those desiring the services of the Institute might know what technical problems they could submit for investigation.

DICTIONARY OF ECONOMIC PRODUCTS.

The Government of Bombay asked for the views of the Chamber on the question whether the publications entitled "Dictionary of the Economic Products of India" and "The Commercial Products of India" should be revised and republished. In a letter addressed to the Government of Bombay the Government of India stated that the "Dictionary of the Economic Products of India," which consisted of nine volumes and was completed in about nine years, had long been out of print and unprocurable. The question of revising the Dictionary was considered by the Government of India in 1907, but it was decided with the approval of the Secretary of State, that a general revision of the work should be postponed for several years in view more especially of the fact that scientific enquiry into agricultural and veterinary subjects had only recently been organised on an adequate scale. A subsidiary proposal that, pending a general revision of the Dictionary, a revised edition of it should be undertaken at once to include only those minor articles which were not included in an abridgement of the Dictionary which was

then about to appear was also dropped. The abridged edition of the dictionary was published in 1908 by Mr. John Murray under the title " The Commercial Products of India."

The Government of India pointed out that the preparation of a revised edition of the Dictionary would involve considerable expenditure and a long time in preparartion, and the Government of India were provisionally of opinion that a new edition of " The Commercial Products of India " would render unnecessary a revision of the Dictionary. Before arriving at a final decision in the matter, however, they asked to be favoured with the views of the Government of Bombay together with those of such commercial and other interests as the local Government might consider it desirable to consult on the question whether the " Dictionary of the Economic Products of India " or " The Commercial Products of India " or both should be revised and re-published and, if so, regarding the lines on which such revision should be undertaken.

In replying to the Government of Bombay the Committee stated that in their opinion a revision of the " Dictionary of Economic Products of India " was unnecessary. They considered, however, that the abridged edition entitled " The Commercial Products of India " might be revised at a more suitable time.

EMPIRE CANNING INDUSTRY.

The following resolution was adopted at the Twelfth Congress of Chambers of Commerce of the British Empire held in London in May 1930 :—

" That this Congress, recognizing the great potential value to the Empire of expansion of the canning industry, and realizing that

large new markets for canned goods are to be found within its boundaries, welcome the efforts of the Empire Canning Council to promote the canning of Empire produce and in particular of native produce in tropical countries as being an important contribution towards the development of Empire industries."

In drawing the attention of this Chamber to the resolution, the Federation of Chambers of Commerce of the British Empire submitted a questionnaire dealing with the existing position and the possibilities of canning operations in the Empire and requested that the information asked for might be collected and sent to them. The Committee accordingly forwarded copies of the questionnaire to the Director of Industries, Bombay, and the Director of Agriculture, Bombay Presidency, and subsequently submitted answers to the questionnaire based on the particulars supplied by those two officials.

A copy of the questionnaire together with the Committee's replies will be printed for purposes of record in *Volume* II.

COMMERCIAL INFORMATION.

The Federation of Chambers of Commerce of the British Empire in July 1930 forwarded to the Chamber a copy of the following resolution that was adopted at the Twelfth Congress of Chambers of Commerce of the British Empire :—

"That this Congress, being of opinion that access to authentic and up-to-date commercial information and statistical data is essential for the successful conduct of inter-Imperial trade, recommends the Chambers of Commerce of the Empire to consider the advisability of establishing, where they have not already done so, adequate and efficient Information and Statistical Departments."

In acknowledging receipt of the letter the Committee mentioned that this Chamber's organization was such that

it was in a position to furnish any statistical information regarding the trade of the port of Bombay that any merchant might reasonably be expected to require.

EMPIRE CINEMA FILMS.

The Associated Chambers of Commerce of India and Ceylon in July 1930 asked for the views of this Chamber in regard to the following resolution which was adopted by the Twelfth Congress of Chambers of Commerce of the British Empire :—

> " That this Congress impressed by the immense influence which the cinematograph exercises upon the social, political and economic ideals of nations, requests the Council of the Federation to take such steps as may be in their power to foster the growth of a film industry calculated to promote British Empire interests."

In submitting a copy of the resolution to the Home Member of the Executive Council, the Federation of Chambers of Commerce of the British Empire drew attention to the quota system which had been instituted under the United Kingdom Cinematograph Act. This imposes an obligation on cinema proprietors to show a percentage of films produced within the Empire, starting with 5 per cent. and rising annually by 2½ per cent. to 20 per cent. The Federation asked the Association to approach Government and otherwise do everything that might be possible to bring about the attainment of the object in view, namely, the rapid growth of a British Empire Film Industry.

The Committee in replying to the Associated Chambers forwarded a copy of a letter addressed by this Chamber in July 1929 to the Government of Bombay submitting

the views of the Chamber on the general question of the development of the Cinema Industry in India. (See page 221 of Volume I of Report for 1929).

CINEMA PUBLICITY.

His Majesty's Trade Commissioner in Bombay in October 1930 informed the Chamber that he had been requested by his Department in London to ascertain the possibility of displaying suitable films through non-theatrical channels, with special reference to trade advertisements and propaganda overseas. He stated that in certain countries there was evidently a considerable field for the advantageous display, otherwise than in the ordinary cinemas, of films which depicted subjects of general interest including the life, scenery, industry and research activities of other countries and he wished to be in a position to assess the desirability of securing that a supply of British films of this type should be made available for circulation overseas. Such films would be likely to be of interest to Universities, Schools, Chambers of Commerce and Trade Associations, &c.

He asked for the Chamber's co-operation in helping him to reply to the following questions:—

(*a*) What opportunities are there in your territory for the display, otherwise than through the commercial cinemas, of films depicting, *e.g.*, the life, scenery, industry and research activities of other countries ?

(*b*) Have any foreign countries been (*a*) active and (*b*) successful in supplying this demand ? If so, by what methods, through what channels and on what terms do they work, and what type of film do they chiefly supply ?

(c) Are you of opinion that film propaganda through such channels in the general interest of British trade and prestige is a practical possibility? A list of the organisations willing, or in your opinion, likely to be willing to show films of the kind indicated should be included in the answer to this question.

(d) Whether a small charge can be made without seriously prejudicing the scheme.

(e) In what language or languages would films need to be entitled for effective use in your territory.

(f) Any information as to the types of film having a propaganda value likely to be best received in your territory would be of interest.

The Trade Commissioner pointed out that the whole question was sub-judice, and that it was not possible at the moment to state whether suitable films could be made available or to suggest the terms on which they might be loaned. While it was naturally hoped to evolve a scheme on the lines indicated, he desired it to be clearly understood that such films were not yet available for distribution.

The question was referred to a member of the Chamber who had been carrying on a certain amount of this form of publicity during the previous twelve months principally in connection with the development of roads, mechanical cultivation and irrigation. The reply received was passed on to His Majesty's Trade Commissioner.

For purposes of record the full text of the note submitted by the member will be reproduced in *Volume* II.

IMPERIAL EDUCATION.

(*See Report*, 1929, *Vol. I, page* 229).

The Associated Chambers of Commerce of India and Ceylon in August 1930 asked the views of this Chamber in

regard to the following resolution which was adopted at the Twelfth Congress of Chambers of Commerce of the British Empire :—

Whereas tradition and patriotism, founded upon knowledge form a strong and enduring basis upon which to consolidate and perpetuate the British Empire ; and

Whereas the education of the young in the traditions, ideals and objects of the great Commonwealth of Nations now comprising this vast Empire, and accurate knowledge of its extent, traditional character, resources and geography—mathematical, physical and political—are potent factors in creating love and respect for the type of Government for the principle of individual freedom, respect for law and its administration, and for the greatness and attractiveness of the several parts of the Empire and will cause rising generations to appreciate the value to themselves and to the world, of cementing the ties which bind the Empire together ; and

Whereas it is common knowledge that certain text-books used in some of the schools of the Empire give undue prominence to the history and traditions and other features of foreign lands and insufficient consideration to the Empire, and, in some instances present distorted mental pictures of certain parts of the Empire by stressing abnormal rather than normal climatic and other conditions :

Therefore be it resolved that the Twelfth Congress of Chambers of Commerce of the British Empire recommend to the Government of Great Britain and of each of the self-governing and other units of the Empire—

(*a*) That an interchange of text-books of the Empire be arranged by the Governments through their Education Departments.

(*b*) That reports of discrepancies or desirable improvements received be placed before the proper educational authorities under whose jurisdiction the schools operate, where such books are in common use, with a request that the desired amendments be made.

(*c*) That the Council of the Federation be used as a clearing house by the Associations of Chambers of Commerce throughout the Empire for the purpose of the exchange of information.

In a covering letter the Federation asked the Association to approach the Department of Education, drawing attention

to the inaccuracies and discrepancies which appeared in the text-books and inquiring whether the Department would be prepared to interchange text-books with Education Departments in other parts of the Empire in order that, where necessary, corrections might be made.

In replying to the Associated Chambers the Committee stated that they were willing to assist as far as possible in the exchange of information as contemplated in paragraph (*c*) of the resolution quoted above.

INTER-IMPERIAL TRADE.

District of Tees-side and India and Ceylon.

The Associated Chambers of Commerce of India and Ceylon in February 1930 forwarded to the Chamber a copy of a letter that had been received from the Tees-side Chamber of Commerce, Middlesbrough, asking for an expression of opinion as to the possibilities of the utilisation of the River Tees as a definite port for the importation of Indian and Ceylon products.

In reply the Committee informed the Associated Chambers that they had no useful suggestions to put forward in regard to the possibilities of furthering reciprocal trading between the district of Tees-side and India and Ceylon. So far as the Committee were aware the only important commodity shipped from Bombay to Middlesbrough was manganese ore and they understood that extra freight had to be paid on that account of the high port charges at Middlesbrough. If it was desired to increase the utilisation of the River Tees as a definite port for the importation of Indian and Ceylon

products, it would appear necessary to offer rates which would compete with those offered by Hull and the Humber to which ports considerable quantities of other Indian produce were shipped. In regard to exports from the Tees-side district, the Committee suggested that it might be pointed out that Great Britain already enjoyed a preference in certain classes of iron and steel goods which were understood to be among the most important products of the district.

LONDON CHAMBER OF COMMERCE JOURNAL.

(*See Report*, 1927, *Vol. I*, *page* 243.)

This Chamber has again submitted an article dealing with the trade and products of Bombay for inclusion in a special Inter-Imperial Trade Number of the London Chamber of Commerce Journal. It will be recollected that the Chamber submitted an article in 1927 for inclusion in the Inter-Imperial Trade Number of the Journal of that year.

For purposes of record the article is reprinted in *Volume* II.

LLOYD BARRAGE AND CANALS CONSTRUCTION SCHEME.

(*See Report*, 1929, *Vol. I*, *page* 207.)

In the Chamber's Report for 1929 a reference was made to the letter addressed by the Chamber to the Government of Bombay (copy of which was circulated to all members

on the 16th September 1929) in regard to the various problems that are likely to arise in connection with the construction of the Lloyd Barrage and Canals.

In acknowledging receipt of the above letter the Government of Bombay stated that they had decided to appoint a Chief Agricultural Officer in Sind to control and direct the Agricultural research, propaganda and development work of the Department both within and outside the Barrage area. The post had been widely advertised both in India and abroad and an appointment would be made early in 1930. As regards the inadequacy of the expenditure proposed to be made available for the scheme of development, the Government of Bombay observed that it was not possible to proceed with the full scheme at once. In many cases details of the various schemes had to be worked up and only such expenditure as was required for scheme which had been scrutinised and approved by Government could be provided in the budget. Government were providing an extra expenditure of Rs. 1 lakh as a beginning in the ensuing year's estimates. This amount would be in addition to the ordinary expenditure of Rs. 1,45,000 for agricultural development of the Barrage area.

Government added that the other points mentioned in the Chamber's letter were receiving their attention.

MECHANICAL CULTIVATION.

At the annual general meeting of the Associated Chambers of Commerce of India and Ceylon, held at Bombay in December 1929, the following resolution was carried unanimously :—

"That this Association urges upon the Government of India the advisability of investigating the possibilities of developing the extensive use of mechanical cultivation by instituting tests in each Province

on the lines suggested by Mr. T. F. Main, Director of Agriculture, Bombay Presidency, in his recent report on Agriculture in Sind."

A copy of the Resolution and of the report of the discussion that preceded its adoption was submitted to the Government of India. The latter subsequently informed the Associated Chambers that the Imperial Council of Agricultural Research had decided to appoint a Committee of Agricultural Engineers and Expert Agriculturists to investigate the subject of mechanical cultivation in India, and

(1) to frame a programme of co-operative experiments in mechanical cultivation;
(2) to lay down generally the lines on which future experiments should be conducted; and further,
(3) to examine the scope for mechanical cultivation including the eradication of deep-rooted weeds.

It was added that probably the Committee would not begin to function until early in 1931.

GOVERNMENT COMPETITION WITH PRIVATE ENTERPRISE.

Government Creamery at Anand.

During the course of the discussion of the resolution moved by the Upper India Chamber at the annual meeting of the Associated Chambers of Commerce of India and Ceylon at Bombay in December 1929 on the question of Government competition with private enterprise a reference was made to the competition of the Government Creamery at Anand with private dairy owners. A copy of the report

of the discussion was in due course submitted to the Government of India who in replying to the Associated Chambers pointed out that the Creamery at Anand was acquired by the Agricultural Department in order to provide facilities for research, experiment and training in dairying on commercial lines and that it was being maintained solely for this purpose. Its output was maintained at the lowest possible figure consistent with the efficient discharge of its function as a teaching and research institution and was sold at the highest prices obtainable. During the year ending 31st March 1930, the Creamery manufactured 77,134 lbs. of butter, of which 24,740 lbs. were supplied to Government Departments and only 52,394 lbs. or about 143 lbs. per day were sold in the open market. This quantity was so small a percentage of the total output of butter in India that the Creamery could not be regarded as in any way a serious competitor with private enterprise. Government stated that there was no foundation for the statement that the Creamery was working at a loss as during the year ending 31st March 1930, its commercial activities resulted in a profit of Rs. 13,807.

During the two years ending March 1930, no less than 139 students were trained at the Creamery. The training they had received had the effect of promoting private enterprise as a large number of them subsequently engaged in business on their own account. Important experimental and research work was being done at the Creamery on the treatment of village milk for long distance transport, the manufacture of acid and rennett casein, butter making, ghi boiling and the manufacture of condensed milk. In the opinion of the Government of India, the value of the research and teaching work which was carried on at the Creamery fully justified its continuance.

GOVERNMENT COMPETITION WITH PRIVATE ENTERPRISE.

Distilleries.

The Associated Chambers of Commerce of India and Ceylon in July 1930 asked for the views of the Chamber on a representation that had been received by the Bengal Chamber on the question of Government competition with private enterprise in respect of commercial alcohol manufactured by the Government Distillery at Nasik.

In replying to the Associated Chambers the Committee in the first place stated that no complaints had hitherto been received by this Chamber from members or others in regard to the activities of the Nasik Distillery and there was not at the moment sufficient evidence of competition with private enterprise before the Chamber to warrant the Committee supporting unreservedly a representation to Government.

From inquiries made it appeared that by manufacturing commercial alcohol the Nasik Distillery reduced its overhead charges on all its manufactures and for this reason alone the Government of Bombay would possibly strenuously oppose any suggestion that they should discontinue its manufacture. For Excise reasons also they would not close the Nasik Distillery nor restrict its operations.

In the particular case referred to by the member of the Bengal Chamber, the Nasik Distillery tendered in the open market for supplies to a Government Department, and as they were able to quote a lower rate than the other tenderers the contract was given to them. In view of what the Government of India had stated in the past it would, in the opinion of the Committee, serve no useful purpose to raise objections

to one Government Department supplying another Government Department.

In conclusion the Committee drew attention to the discussion that took place at the last annual general meeting of the Association and in particular to Sir Bhupendra Nath Mitra's speech where he stated that " in regard to the operations of Local Government institutions, under the constitution Provincial Governments were entirely responsible for the manner in which institutions or factories under their control were conducted." It appeared to the Committee therefore that if the Associated Chambers decided to take the matter up they should address their representation to the Government of Bombay and not to the Government of India as contemplated in their letter.

The Associated Chambers of Commerce of India and Ceylon at a later date intimated that the President had placed copies of this Chamber's letter and of the proceedings of the last annual general meeting of the Association before the member of the Bengal Chamber who had raised the question. This firm subsequently replied that they did not see that any good purpose could be served by proceeding further in the matter and in the circumstances the President decided to allow it to drop.

GOVERNMENT COMPETITION WITH PRIVATE ENTERPRISE.

Tube Wells.

The Associated Chambers of Commerce of India and Ceylon in February 1930 asked for the views of this Chamber on a question raised by the Bengal Chamber in regard to

the competition by the Governments of the United Provinces and of Bihar and Orissa with private enterprise in subsidizing the installation of tube wells for zemindars and agriculturists in the Province.

The Committee in reply informed the Associated Chambers that the matter appeared to them to be one for the Bengal and Upper India Chambers if they saw fit to take up with the Governments of Bihar and Orissa and the United Provinces respectively. The Committee pointed out that the subject of Government competition with private enterprise was a Provincial one and they did not think that the Associated Chambers would have any standing in the matter. The Committee added that they would not be in favour of the Associated Chambers lending their support to any representations of the nature proposed inasmuch as these might have the effect of discouraging Government giving assistance to the development of irrigation and agriculture at this stage. It seemed to the Committee that if Government carried out the work of boring tube wells departmentally they still had to purchase pumps and boring requisites for which the trade could tender. Admittedly Government owing to their position could give zemindars advantages which engineering firms could not possibly offer and any steps which enabled the husbandman to increase his output of produce should carry the support of the whole community.

The Chamber was informed later that as there was considerable diversity of opinion among the different Chambers in regard to the question the President of the Associated Chambers had decided that it was not expedient for the Association to take action, although there was, of course, no objection to individual Chambers making such representations as they considered desirable to the local Governments concerned.

PROPOSED FEDERATION OF EMPLOYERS' ASSOCIATIONS.

(*See Reports*, 1920, *Vol. I*, *page* 202; 1925, *Vol. I*, *page* 303.)

The Associated Chambers of Commerce of India and Ceylon in April 1930 informed this Chamber that the question of the formation of an All-India Federation of Employers' Associations had been raised and asked for the Chamber's views as to whether the Association could take any useful action in regard to the proposal.

The Committee in reply stated that they were strongly in favour of the formation of an All-India Federation of Employers' Associations. They pointed out that the Government of India in a letter written to the Bombay Millowners' Association in April 1930 implied that they considered the Associated Chambers to be an Employers' Association and in view of this the Committee saw no reason why the Associated Chambers should not be eligible for membership of and assist in forming the proposed Federation.

The Associated Chambers of Commerce of India and Ceylon however informed the Chamber in August 1930 that owing to the absence of unanimity among members the President had decided to take no further action in regard to the question of the Association becoming a member of the proposed All-India Federation of Employers' Associations.

INTERNATIONAL LABOUR CONFERENCE.

FIFTEENTH SESSION.

On the 23rd October 1930 the Government of India issued a press *communiqué* to the effect that they had been

informed that the Fifteenth Session of the International Labour Conference would open at Geneva on the 8th May 1931 and that the following subjects would be on the agenda :—

I. Minimum age of employment in non-industrial occupations.

II. Hours of work in coal mines.

The first subject is new to the Conference and will therefore be down for first discussion. The second subject was previously discussed at the Fourteenth Session held in June 1930.

The Bengal Chamber submitted to Government the name of Mr. E. S. Tarlton of Messrs. Bird and Company, Calcutta, Chairman of the Indian Mining Association, for consideration in connection with the nomination of the Employer's delegate and his advisers at the above-mentioned session. The Committee of this Chamber supported the nomination of Mr. Tarlton.

INDIAN STORES DEPARTMENT.

PUBLICATION OF RESULTS OF TENDERS.

(*See Report*, 1926, *Vol. I*, *page* 336.)

At the annual general meeting of the Associated Chambers of Commerce of India and Ceylon held at Calcutta on the 15th and 16th December 1930 the following resolution was moved by the Upper India Chamber of Commerce and carried by a majority :—

"That this Association is of opinion that the present method of publication (including the notices which appear in the "Indian Trade Journal") of the results of tenders for stores required by the Indian

Stores Department is unfair to tenderers, inasmuch as it discloses too openly the rates quoted.

It is therefore recommended that in future the information published should be confined to the number of the contract, the name of the tenderer, and the lump sum value of the contract."

A reference to the Chamber's report for 1926 will show that the Committee at that time were not in favour of any alteration in the procedure followed in publishing the details of contracts awarded by the Indian Stores Department. In view of this a circular was addressed to all members of the Chamber, prior to the holding of the annual meeting of the Associated Chambers, asking them to put forward their views on the question. Only 22 members replied. Of these 11 were in favour of the proposition and the same number opposed it. Consequently the Chamber's representatives did not vote on the proposition.

INDIAN STORES DEPARTMENT.

Classified List of Stores.

The Chief Controller of Stores in August 1930 asked for the views of the Committee on a proposal to discontinue the publication of his bi-monthly classified list of stores indented for by Government Departments in India on the Director-General, Indian Stores Department, London, as the number of copies sold was not commensurate with the cost of publication.

The Committee in reply stated that they had no objections to raise to the proposed discontinuance of the publication of the lists.

PUBLIC HOLIDAYS.

General Election.

The Government of Bombay declared Wednesday, 10th September 1930, to be a public holiday on account of the general elections to the Bombay Legislative Council by Muhammadan and Non-Muhammadan (excluding Bombay City Muhammadan) constituencies.

As Wednesday, 10th September, was not a close holiday at the Docks, the Committee of the Chamber decided not to declare that day a holiday under Charter Parties.

CHARTER PARTY HOLIDAYS.

Maha Shivratri Festival.

A shipping member in March 1930 informed the Chamber that they had not been able to discharge coal from one of their steamers on the 25th February, the Maha Shivratri holiday, owing to the fact that their stevedores found it extremely hard, if not impossible, to obtain labour. Under the circumstances the member considered that the 26th February should not be counted as a lay day and requested the Committee to give them a statement to the effect that that day should be treated as a Charter Party holiday.

The Committee, however, informed the member that they regretted they could not see their way to issuing a statement of the nature required.

EXHIBITIONS AND FAIRS.

Papers in connection with the following exhibitions and fairs were received during the year under review and were placed at the disposal of members :—

Swiss Industries Fair, Basle, from 26th April to 6th May 1930.

Paris Fair, 17th May to 1st June 1930.

XIth Official and International Commercial Fair, Brussels, 2nd to 15th April 1930.

International Fair, Poznàn, 27th April to 4th May 1930.

37th Chemists' Exhibition, from 26th to 30th May 1930, in the New Hall of the Royal Horticultural Society, Westminster, London, S.W.

Sixteenth International Cycle and Motor Cycle Show, Olympia, Kensington, London, 10th to 15th November 1930.

Twenty-fourth International Motor Exhibition, Olympia, Kensington, London, 16th to 25th October 1930.

Eleventh International Reichenberg Fair, 16th to 22nd August 1930.

International Exhibitions, Antwerp, April to November 1930, Centenary of Belgian Independence.

Colonial and International Exhibition, Paris, April to October 1931.

British Industries Fair, London and Birmingham, February 16th to 27th 1931.

Mysore Dasara Exhibition, Mysore City, 25th September to 9th October 1930.

LIST OF ACTS AFFECTING COMMERCE AND INDUSTRY PASSED BY THE INDIAN LEGISLATURE DURING THE YEAR 1930.

Central Legislature.

II. Dangerous Drugs.

III. Indian Sale of Goods.

IV. Indian Contract (Amendment).

V. Transfer of Property (Amendment).

VII. Indian Patents and Designs (Amendment).

X. Insolvency Law (Amendment).
XI. Indian Tariff (Amendment).
XII. Steel Industry (Protection).
XIII. Inland Steam Vessels (Amendment).
XIV. Indian Railways (Amendment).
XV. Indian Finance.
XVII. Cotton Textile Industry (Protection).
XVIII. Silver (Excise Duty).
XIX. Indian Companies (Amendment).
XX. Destructive Insects and Pests (Amendment).
XXI. Indian Income-tax (Amendment).
XXII. Indian Income-tax (Second Amendment).
XXIII. Indian Income-tax (Third Amendment).
XXIV. Indian Lac Cess.
XXV. Negotiable Instruments (Amendment).

Bombay Legislative Council.

I. Indian Stamp (Bombay Amendment).
II. Court Fees (Bombay Amendment).
V. Bombay Port Trust (Amendment).
XVI. Indian Stamp (Bombay Second Amendment).
XVII. Indian Registration (Bombay Amendment).

COAL.

Imports of Coal into Bombay by Sea and Rail.

The following return of the imports of Coal into Bombay by Sea and Rail in the years 1924 to 1930 is printed for the information of members:—

From	1924.	1925.	1926.	1927.	1928.	1929.	1930.
By Sea.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.
Europe	58,489	52,970	4,970	33,474	21,685	15,331	14,153
Australia	12,359	8,675	7,033	7,421	4,970	734	1,190
Japan	2,197	7,090	7,432	5,526	..	508	400
Africa	211,639	227,597	122,423	145,558	118,987	135,790	145,095
Other Foreign Countries.	1,267	120	133	320	109	1,657	..
Calcutta	209,909	195,779	325,333	355,744	268,780	383,746	240,707
Total—By Sea ..	495,860	492,231	467,324	548,043	414,531	537,766	401,545
Total—By Rail ..	186,346	90,746	101,985	123,965	66,790	52,858	46,731
Grand Total ..	682,206	582,977	569,309	672,008	481,321	590,604	448,276

WHEAT.

The total area reported for the season 1929-30 was 31,347,000 acres as against 31,973,000 acres the previous year or a decrease of 626,000 acres or 2 per cent. The total yield of the crop was estimated at 10,353,000 tons as compared with 8,591,000 tons the previous year or an increase of 1,762,000 tons or 20 per cent.

The following figures show the Total Acreage and Outturn of Wheat in each official year from 1889-90 to 1929-30 :—

Years.	Area (in thousand Acres.)	Outturn (in thousand Tons.)
1889-90	24,673	6,123
1890-91	26,576	6,876
1891-92	27,033	6,094
1892-93	27,759	7,649
1893-94	28,717	7,269
1894-95	28,422	6,999
1895-96	24,071	5,380
1896-97	20,580	5,363
1897-98	24,538	7,208
1898-99	25,370	6,838
1899-1900	18,688	5,357
1900-01	23,868	7,094
1901-02	23,446	6,091
1902-03	23,433	7,971
1903-04	28,413	9,641
1904-05	28,470	7,582
1905-06	26,296	8,579
1906-07	28,536	8,159
1907-08	22,806	6,104
1908-09	26,068	7,598
1909-10	28,078	9,591
1910-11	30,490	10,041
1911-12	31,141	9,925
1912-13	29,524	9,715
1913-14	28,475	8,358
1914-15	32,475	10,091
1915-16	30,320	8,652
1916-17	32,940	10,234
1917-18	35,487	9,922
1918-19	23,798	7,508
1919-20	29,949	10,122
1920-21	25,783	6,706
1921-22	28,207	9,830
1922-23	30,844	9,982
1923-24	31,181	9,660
1924-25	31,774	8,866
1925-26	30,471	8,696
1926-27	31,303	8,973
1927-28	32,193	7,791
1928-29	31,973	8,591
1929-30*	31,347	10,353

* Subject to revision.

Estimate of the Wheat Crop of the Season 1929-30. Share of each Province and State of Area and yield for 1928-29 and 1929-30. (000's omitted.)

Provinces and States.	Area.			Yield.			Increase or Decrease in the Current Year over.				Yield per Acre.	
							Area.		Yield.			
	Current Year 1929-30	Previous Year 1928-29	Average of preceding 5 Years.	Current Year 1929-30	Previous Year 1928-29	Average of preceding 5 Year	Previous Year 1928-29.	Average of Preceding 5 Years.	Previous Year 1928-29.	Average of Preceding 5 Years	1929-30.	1928-29.
	Acres.	Acres.	Acres.	Tons.	Tons.	Tons.	Per cent.	Per cent.	Per cent.	Per cent.	lbs.	lbs.
British Provinces.												
Punjab	9,952	9,969	9,443	3,781	3,069	2,868	— 0·2	+ 5·4	+23·2	+ 31·8	851	689
United Provinces	7,182	7,112	7,130	3,309	2,480	2,441	+ 1·0	+ 0·7	+33·4	+ 35·6	1032	781
Central Provinces and Berar	2,979	3,184	3,501	588	515	796	— 6·4	—14·9	+14·2	— 26·1	442	362
Bombay	2,050	2,058	1,752	430	406	323	— 0·4	+17·0	+ 5·9	+ 31·1	470	442
Bihar and Orissa	1,200	1,212	1,190	515	513	452	— 1·0	+ 0·8	+ 0·4	+ 13·9	961	948
North-West Frontier Province	1,057	1,056	1,032	248	231	227	+ 0·1	+ 2·4	+ 7·4	+ 9·2	526	490
Bengal	126	123	123	33	32	26	+ 2·4	+ 2·4	+ 3·1	+ 28·9	587	583
Delhi	33	51	52	10	8	20	—35·3	—36·5	+25·0	— 50·0	679	351
Ajmer-Merwara	29	31	23	11	8	8	— 6·5	+26·1	+ 3·5	+ 37·5	850	578
Total British Provinces.	24,608	24,796	24,246	8,925	7,262	7,166	— 0·8	+ 1·5	+22·9	+ 24·5	812	656
Indian States												
Punjab States	1,369	1,330	1,267	427	354	446	+ 2·9	+ 8·1	+20·6	— 4·3	608	596
United Provinces State (Rampur)	116	106	110	33	20	25	+ 9·4	+ 5·5	+65·0	+ 32·0	637	423
Central Provinces States	115	128	109	29	26	20	— 8·7	+ 5·5	+11·5	+ 20·8	565	402
Bombay States	419	445	360	116	93	114	— 5·8	+16·4	+24·7	+ 5·5	620	468
Central Indian States	1,773	1,861	1,938	277	204	359	— 4·7	— 8·5	— 5·8	— 22·8	350	354
Gwalior State	943	1,021	1,339	178	103	271	— 7·6	—29·6	— 7·8	— 34·3	423	423
Rajputana States	901	1,095	1,009	240	193	237	—17·7	—10·7	+24·4	+ 1·3	597	395
Hyderabad State	1,026	1,102	872	107	144	69	— 6·9	+17·7	—25·7	+ 55·1	234	203
Baroda State	73	88	65	20	11	20	—17·0	+12·3	+81·8	..	614	280
Mysore State	3	3	3	1	1	(a)	+33·3	+33·3	..	..	413	384
Total Indian States	6,739	7,177	7,072	1,428	1,329	1,561	— 6·1	— 4·7	+ 7·4	— 8·5	475	415
Grand Total	31,347	31,973	31,318	10,353	8,591	8,727	— 2·0	+ 0·1	+20·5	+ 18·6	740	602

(a) About 400 tons.

The fluctuations in the Total Exports of Wheat from India to Foreign Countries during the last 49 years are shown below :—

(1881-82 to 1929-30).

Years.	Tons.	Rs.	Years.	Tons.	Rs.
1881-82	995,050	8,62,00,618	1906-07	801,445	7,25,44,650
1882-83	709,688	6,08,88,136	1907-08	880,459	8,58,50,350
1883-84	1,050,070	8,89,58,112	1908-09	109,757	1,34,00,777
1884-85	792,494	6,31,60,182	1909-10	1,050,574	12,70,90,884
1885-86	1,053,446	8,00,53,311	1910-11	1,266,150	12,95,82,291
1886-87	1,113,181	8,62,59,856	1911-12	1,361,166	13,34,84,580
1887-88	676,908	5,56,23,733	1912-13	1,660,163	17,69,37,226
1888-89	880,570	7,52,32,794	1913-14	1,202,205	13,13,33,561
1889-90	690,110	5,79,26,147	1914-15	706,383	8,32,04,161
1890-91	716,024	6,04,24,260	1915-16	652,879	8,44,06,594
1891-92	1,515,335	14,38,20,022	1916-17	748,913	9,15,34,813
1892-93	748,672	7,44,03,835	1917-18	1,454,374	19,00,27,665
1893-94	607,842	5,19,39,850	1918-19	476,103	6,75,30,929
1894-95	344,506	2,56,62,468	1919-20	8,642	20,36,604
1895-96	500,208	3,91,43,765	1920-21	237,665	4,10,03,185
1896-97	95,531	83,64,498	1921-22	80,809	1,46,82,887
1897-98	119,630	1,34,11,515	1922-23	220,194	3,44,02,127
1898-99	976,024	9,71,96,877	1923-24	638,352	9,11,80,928
1899-1900	485,204	3,90,94,963	1924-25	1,111,691	17,19,49,952
1900-01	2,501	3,00,832	1925-26	211,637	3,60,24,737
1901-02	366,090	3,25,59,204	1926-27	175,949	2,71,07,422
1902-03	514,607	4,51,53,570	1927-28	299,733	4,40,57,408
1903-04	1,295,565	11,08,89,546	1928-29	114,707	1,69,23,702
1904-05	2,150,025	17,90,60,692	1929-30	12,971	21,24,473
1905-06	939,525	8,53,43,996			

COTTON, 1929-30.

The first Government forecast issued in August 1929, and relating to only 77% of the total area indicated an acreage, of 15.885,000 acres.

The final estimate, issued in a supplementary memorandum on 24th April 1930, for the whole of India was 25,692,000 acres as compared with 27,053,000 acres (revised) last year or a reduction of about 5%.

The chief contributors to this reduction were :

Oomras	266,000	acres.
Dholleras	310,000	,,
Madras	363,000	,,
Comptas	260,000	,,

Government estimated the final yield (on 24-4-30) at 5,260,000 bales compared with 5,811,000 (revised) bales for the previous year.

Private estimates were considerably higher and approximated 7 million bales including the conventional figure of ¾ million bales domestic consumption.

A normal monsoon and generally very favourable weather conditions which prevailed during the growing and harvesting period contributed towards a satisfactory crop both in point of quality and quantity.

The following figures show the movement of cotton through Bombay during the season 1929/30 :—

	Bales.
Stocks per 1st September 1929 including Mill Stocks as estimated by the East India Cotton Association, Ltd. ..	894,183
Arrivals during the year ending 31st August 1930 (bales of 3½ cwts each)..	3,480,214
	4,374,397

Exports during the year ending 31st August 1930 :—

	Bales.
By Sea.—	
United Kingdom	87,255
Continent	859,072
United States of America	37,299
China	467,351
Japan	1,179,964
Coast Ports	25,584
Total	2,656,525
By Rail to Up-country	106,291
	2,800,463
Bombay Mill Consumption	877,492
	3,640,308
* Estimated carry over on 31st August 1930	734,089
Total	4,374,397

The exports to foreign countries in 1929/30 as compared with 1928/29 were as follows :—

	1928-29.	1929-30.	Difference.
Europe	905,946 Bales	946,327 Bales	+ 4½ per cent.
Japan	1,455,567 ,,	1,179,964 ,,	— 19 ,,
China	340,157 ,,	467,351 ,,	+ 37 ,,
U. S. A.	40,831 ,,	37,299 ,,	— 8¾ ,,

* The East India Cotton Association, Ltd., estimated the stock on 31st August 1930 at 769,554 Bales.

The period under review was marked by a very heavy decline in commodity values. Cotton prices dropped to the following extent:—

	Broach April-May	Oomra Dec.-Jan.	Bengal Dec.-Jan.
2nd Jan. 1930	Rs. 309	Rs. 258	Rs. 204
30th Dec. ,,	,, 176	,, 144	,, 128
Decline	Rs. 133	Rs. 114	Rs. 76
Prices were at their lowest on 15th Dec. 1930.	Rs. 167	Rs. 138	Rs. 115

Exports to Europe were slightly in excess of last year. To Japan they showed a decline.

During June, July and August 1930 prices for Indian cotton were cheap both intrinsically and on parity and a good deal of the distress cotton thrown on the market by financially weak holders were secured by exporters. At this time China, helped by the improvement in the price of silver, was a free buyer and this accounts for the 37% increase in exports to that country as compared with the previous year. Otherwise demand was moderate and at times almost nil. The present low prices are, however, attracting investment buyers and quite a lot of cotton is being bought and put by in expectation of realising a better price later on.

Bombay mills consumed about 2,47,000 bales more than last year. The consumption should have been larger still had it not been for the political situation which caused the closing down of several mills for fairly long periods.

The following table gives details of arrivals into Bombay during the season with the total of the five previous years. (Actual weight converted into Bales of 3½ cwts. in each, after allowing 2 per cent. for tare in the case of receipts by rail.) Season ending 31st August in each case :—

Varieties.	1929-30.	1928-29.	1927-28.	1926-27.	1925-26.	1924-25.
	Bales.	Bales.	Bales.	Bales.	Bales.	Bales.
Khandeish	294,922	365,837	307,249	315,441	292,847	297,806
Central India	411,394	392,022	299,680	318,827	386,999	351,654
Barsi Nugger	262,001	263,289	319,242	204,894	225,296	210,032
Hyderabad Gaorani	93,161	85,586	118,517	69,698	74,406	98,333
Berar	731,747	792,419	730,789	578,454	479,843	574,520
Central Provinces	406,227	393,745	310,327	233,578	247,023	259,870
Dhollera	198,899	249,115	384,608	215,377	285,748	316,809
North-West Provinces	140,446	62,338	65,213	59,570	131,256	133,887
Rajputana	58,599	51,886	56,155	66,045	117,015	84,216
Sind Punjab	153,145	135,491	137,416	119,098	296,512	365,478
Broach	287,060	196,453	269,272	241,163	313,681	486,985
Compta Dharwars	160,648	137,799	145,150	142,453	168,007	222,650
Westerns Northerns	71,241	67,321	53,777	75,183	117,182	126,862
Cocanada	103	6	7	495	3,302	2,403
Tinnevelly and Cambodia	46,250	40,357	37,082	50,161	68,875	41,369
Persians	704	1,774	5,770	5,719	5,627	6,904
Americans	15,889	11,719	102,910	379,120	28,130	9,649
Egyptians	12,387	1,636	2,199	3,462	638	648
Africans, East	134,533	107,747	78,119	85,988	88,569	74,289
Comilla, Burmah and other Sorts	858	47	295	916	3,700	3,513
Total ..	3,480,214	3,356,587	3,423,757	3,165,642	3,334,656	3,667,877

The following table gives the actual clearances of Cotton from Bombay to different Countries during the years ending 31st August from 1924-25 to 1929-30 :—

To.	1929-30.	1928-29.	1927-28.	1926-27.	1925-26.	1924-25.
	Bales.	Bales.	Bales.	Bales.	Bales.	Bales.
United Kingdom	87,255	68,430	91,409	27,750	49,248	70,419
France	183,175	167,013	149,682	65,402	118,186	129,371
Belgium	205,175	260,037	210,096	91,504	109,605	133,709
Holland	27,958	19,477	12,811	6,110	7,576	12,135
Norway	....	....	....	....	....	30
Sweden	1,155	605	330	605	395	510
Denmark	382	75	165	27	200	28
Germany	167,324	128,507	103,849	72,046	43,459	68,676
Portugal	625	218	55	4	....	156
Spain	66,576	38,987	32,139	21,687	38,574	40,627
Italy	205,339	222,296	197,394	132,601	184,500	256,199
Austria	....	....	.....	....	....	895
Fiume	444	56	168	220	....	....
Roumania	....	....	... ..	....	....	165
Greece	919	240	200	236	15	55
Bulgaria	....	5	....	....	....	....
Canada	....	25	....	....	....	....
United States of America	37,189	40,806	5,250	726	1,450	9,769
British Columbia	....	....	25	....	....	....
Argentine Republic	....	....	.....	....	....	210
Chili	110	....	....	....	....	....
China	467,351	340,157	269,950	207,502	387,779	350,294
Japan	1,179,964	1,455,567	1,120,753	1,331,317	1,486,007	1,671,294
Other Foreign Countries	1,382	3,879	4,526	5,408	5,419	6,021
Indian Ports—Calcutta, etc.	24,202	16,575	24,238	21,484	19,534	16,708
Total	2,656,525	2,762,955	2,223,040	1,984,629	2,451,947	2,767,271

Comparative statement showing the Actual Clearances of Cotton from Bombay to different Ports during the years 1929 *and* 1930.

To	1929.			1930.			Increase or Decrease.		Per-centage.
	Six months ending 30th June.	Six months ending 31st Dec.	Total for 12 months.	Six months ending 30th June.	Six months ending 31st Dec.	Total for 12 months.			
	Bales.	Bales.	Bales.	Bales.	Bales.	Bales.		Bales.	
Liverpool	40,647	26,890	67,537	30,934	9,296	40,230	—	27,307	40·43
Manchester	11,460	4,570	16,030	21,247	18,859	40,106	+	24,076	150·19
Glasgow	.. .	....	....	12	....	12	+	12	.....
Marseilles	4,385	2,681	7,066	2,709	3,430	6,139	—	927	13·11
Havre	17,909	12,964	30,873	17,479	5,447	22,926	—	7,947	25·74
Havre (for orders) ..	.....	150	150	60	....	60	—	90	60·00
Dunkirk	90,603	41,560	132,163	92,314	49,082	141,396	+	9,233	6·98
Antwerp	87,963	41,920	129,883	66,561	29,835	96,396	—	33,487	25·78
Antwerp (for orders).	1,045	488	1,533	.....	....	....	—	1,533	.. ...
Antwerp or Hamburg.	.....	1,290	1,290	.....	430	430	—	860	66·66
Antwerp or Hamburg for orders.	.....	....	....	110	....	110	+	110	.....
Antwerp or Ghent ..	.....	.....	.....	....	55	55	+	55	.....
Ghent	67,844	47,820	115,664	50,153	20,207	70,360	—	45,304	39·16
Rotterdam	12,562	9,872	22,434	13,626	11,001	24,727	+	2,293	10·22
Rotterdam (for orders).	.....	.....	.....	825	....	825	+	825	.....
Copenhagen	.....	55	55	....	82	82	+	27	49·09
Vejle..	....	....	....	300	110	410	+	410	....
Aarhus	20	....	20	....	....	....	—	20	.....
Gothenburg	275	220	495	275	275	550	+	55	11·11

Malmoe	330	....	330	220	220	440	+	110	33·33
Uddewala	.....	.. ...	.. ...	55	55	110	+	110	.....
Hamburg	69,325	50,961	120,286	63,388	66,073	129,461	+	9,175	7·62
Bremen	3,777	5,712	9,489	17,463	10,169	27,632	+	18,143	191·20
Pasages	1,360	650	2,010	2,46	1,200	3,660	+	1,650	82·08
Barcelona	20,186	19,350	39,536	3[illegible]457	26,026	62,483	+	22,947	58·04
Oporto	210	8	218	55[illegible]	75	630	+	412	188·99
Lisbon	.....	.....	.. ..	70	10	80	+	80	.....
Fiume	....	168	168	112	332	444	+	276	164·28
Trieste	51,235	44,374	95,609	42,487	34,308	76,795	—	18,814	19·67
Genoa	39,962	31,487	71,449	41,977	36,457	78,434	+	6,985	9·77
Naples	3,010	2,920	5,930	3,640	2,508	6,148	+	218	3·67
Leghorn	395	....	395	300	100	400	+	5	1·26
Venice	15,947	15,997	31,944	22,381	14,950	37,331	+	5,387	16·86
Venice or Trieste ..	....	477	477	220	440	660	+	183	38·36
Venice (for orders) ..	55	.....	55	....	....	....	—	55	.....
Salonica	.....	... ..	... ..	100	25	125	+	125	.....
Patras	....	....	....	....	150	150	+	150	....
Piraeus	50	....	50	344	300	644	+	594	1188·0
Velos	....	....	....	25	....	25	+	25	....
Syra	150	40	190	....	215	215	+	25	13·15
Volo	....	....	....	25	....	25	+	25	....
Varna	5	....	5	....	....	....	—	5	.....
San Pedro	....	....	....	25	....	25	+	25	.....
Philadelphia ..	....	....	....	5	....	50	+	50	....
New York	31,266	20,435	51,701	16,425	1,475	17,900	—	33,801	65·37
Boston	500	2,904	3,404	1,405	.....	1,405	—	1,999	58·72
Los Angeles	... ..	55	55	50	125	175	+	120	218·8
Valparais	....	.....	....	110	3	144	+	144	....
Montreal	....	25	25	..	.....	.....	—	25	.....
Colombo	1,923	927	2,850	763	707	1,470	—	1,38	48·42
Famagusta ..	....	....	....	25	.....	25	+	25	.....

Comparative statement showing the Actual Clearances of Cotton from Bombay to different Ports—contd.

To	1929. Six months ending 30th June.	1929. Six months ending 31st Dec.	1929. Total for 12 months.	1930. Six months ending 30th June.	1930. Six months ending 31st Dec.	1930. Total for 12 months.	Increase or Decrease.		Percentage.
	Bales.	Bales.	Bales.	Bales.	Bales.	Bales.	Bales.		
Mauritius	....	5	5	2	.....	2	—	3	60·00
Zanzibar	....	....	....	4	13	17	+	17	....
Australian Ports ...	410	60	470	....	....	....	—	470	....
Penang	....	....	....	....	5	5	+	5	....
Japanese Ports ..	851,751	519,366	1,370,717	724,042	561,895	1,285,937	—	84,780	6·18
Indo-China (Haiphon).	6,000	....	6,000	13,350	4,000	17,350	+	11,350	189·16
Chinese Ports ..	266,619	55,851	322,470	308,844	227,474	536,318	+	213,848	66·31
Red Sea Ports ..	8	....	8	....	9	9	+	1	12·50
Aden	....	....	....	....	2	2	+	2	....
Calcutta and Coast Ports.	9,542	7,747	17,289	14,739	9,325	26,064	+	6,775	39·18
Total ..	1,708,129	970,199	2,678,328	1,608,718	1,146,886	2,755,604	Net Increase		+77,276 or 2·88 per cent.

RAINFALL AT BOMBAY, 1843 TO 1930.

The following statement showing the Rainfall registered at the Colaba Observatory, Bombay, for each month during the years 1843-1930, is published for the information of members:—

Year.	January.	February.	March.	April.	May.	June.	July.	August.	September.	October.	November.	December.	Annual Total.
1843 ..	..	..	..	..	0·15	7·61	20·62	17·70	8·39	0·77	..	..	55·24
1844 ..	0·06	0·33	..	..	..	18·58	29·28	5·91	8·05	0·40	..	0·10	62·71
1845 ..	..	..	..	..	..	17·88	18·07	9·54	8·63	..	..	..	54·12
1846 ..	..	..	..	..	..	26·41	33·19	6·65	6·65	1·03	..	..	73·93
1847 ..	0·09	0·02	..	0·31	1·40	37·56	16·46	8·68	5·68	0·28	5·53	..	76·01
1848 ..	..	..	..	0·59	5·67	39·98	13·99	7·37	2·32	5·84	0·19	..	75·86
1849 ..	0·34	..	..	..	..	23·41	50·99	12·66	26·13	0·75	0·61	..	114·89
1850 ..	..	..	..	..	..	14·80	20·15	5·39	4·77	4·89	0·25	..	50·25
1851 ..	..	..	..	..	0·52	24·50	47·02	20·03	3·89	0·04	0·07	..	96·07
1852 ..	..	..	0·01	..	0·30	21·76	22·17	11·16	12·67	0·19	..	1·01	69·27
1853 ..	..	0·05	0·02	..	..	33·70	13·05	5·95	9·83	..	..	..	62·66
1854 ..	..	..	..	..	..	16·34	38·95	3·90	13·61	7·49	1·85	..	82·14
1855 ..	..	..	..	..	..	29·18	11·83	3·82	5·29	0·06	..	..	50·18
1856 ..	..	..	..	..	2·09	24·66	24·48	6·73	7·78	0·06	..	0·12	65·92
1857 ..	..	..	..	..	0·57	9·26	8·74	15·71	14·21	2·78	..	..	51·27
1858 ..	..	..	..	0·15	1·57	14·44	20·12	7·48	15·47	3·22	..	..	62·45
1859 ..	..	..	..	..	..	26·87	28·70	14·59	5·94	1·06	..	..	77·16
1860 ..	..	..	..	..	0·03	21·97	22·39	7·11	8·15	2·50	..	..	62·15
1861 ..	..	..	..	..	0·69	15·43	25·34	30·35	3·24	1·86	..	..	76·91
1862 ..	..	..	..	..	0·01	22·31	15·10	12·65	21·69	1·42	0·45	..	73·63
1863 ..	0·41	..	..	0·11	0·07	23·41	30·78	10·60	9·98	2·32	..	..	77·68
1864 ..	..	..	..	..	0·01	15·42	13·36	10·72	5·59	..	0·47	..	45·57
1865 ..	0·38	..	..	..	..	10·61	18·28	36·42	4·86	6·16	1·14	..	77·85
1866 ..	..	0·11	..	..	..	13·47	40·34	20·34	3·44	0·74	..	..	78·44
1867 ..	..	..	..	..	..	8·70	39·39	12·21	6·80	5·07	0·13	..	72·30
1868 ..	..	..	0·01	..	..	13·52	20·43	20·29	7·71	0·14	0·02	..	62·12
1869 ..	..	..	..	..	0·03	26·22	23·89	15·24	22·56	3·55	0·05	0·12	91·66
1870 ..	..	..	0·03	0·02	..	21·73	26·43	6·27	7·08	4·65	..	..	66·21
1871 ..	2·22	..	..	..	1·25	8·91	9·06	8·95	6·01	0·25	2·97	0·06	40·58
1872 ..	..	..	..	..	0·06	24·43	24·84	9·49	16·59	1·07	..	..	76·48
1873 ..	..	0·05	..	..	0·51	20·36	16·98	23·96	7·77	0·07	..	..	69·70
1874 ..	..	..	..	..	0·05	18·68	41·24	11·14	11·05	0·02	..	..	82·18
1875 ..	0·47	..	..	..	..	24·36	15·39	12·23	31·76	..	0·35	..	84·56
1876 ..	..	..	..	..	0·01	12·97	23·69	8·66	4·68	..	..	..	50·01
1877 ..	0·22	0·52	..	..	..	35·58	11·10	8·51	8·89	8·33	..	..	73·15
1878 ..	0·03	..	..	0·02	0·02	19·99	48·33	20·46	16·42	4·89	2·61	..	112·77
1879 ..	..	..	0·03	..	5·23	16·56	11·21	22·36	5·61	0·40	..	..	61·40
1880 ..	..	0·01	0·02	..	..	21·48	18·37	4·08	22·80	1·18	..	..	67·94
1881 ..	..	..	0·04	..	0·36	15·20	29·47	19·06	4·56	4·17	0·09	..	73·04
1882 ..	..	0·04	0·02	0·08	0·02	27·54	26·04	3·36	10·08	1·12	0·03	..	69·23
1883 ..	0·12	..	..	..	0·33	13·65	39·88	12·57	12·37	10·40	0·86	..	90·18
1884 ..	0·03	..	..	..	..	13·25	25·87	15·29	17·04	2·22	0·60	1·14	75·44
1885 ..	..	..	..	..	0·02	5·11	21·81	25·42	12·01	3·54	..	..	67·91
1886 ..	..	..	..	0·01	0·96	43·45	35·79	10·69	6·54	1·69	0·61	..	99·74
1887 ..	..	..	..	0·02	0·09	24·07	30·98	17·59	18·23	2·70	1·02	0·16	94·95
1888 ..	1·85	0·02	0·10	..	..	15·76	22·47	11·43	4·92	0·11	1·16	..	57·82
1889 ..	..	..	..	..	0·67	19·89	30·45	10·32	2·71	3·80	..	..	67·84
1890 ..	..	..	..	0·01	0·06	24·55	21·54	10·61	6·45	0·58	1·25	1·13	66·18
1891 ..	..	..	0·22	..	..	13·99	32·48	6·94	22·53	1·04	..	..	77·20
1892 ..	..	..	..	..	0·11	13·30	23·86	36·56	18·73	1·89	0·67	..	95·12
1893 ..	..	0·14	..	0·02	6·30	21·47	16·14	13·55	7·54	0·45	1·63	..	67·24
1894 ..	0·22	..	0·06	0·01	..	16·87	26·16	8·40	12·04	3·08	..	0·01	66·86
1895 ..	..	0·07	..	..	0·08	17·84	18·04	15·97	11·91	3·62	0·06	..	67·59
1896 ..	..	..	..	..	0·26	28·02	36·44	20·77	1·62	0·01	0·53	..	87·65
1897 ..	0·01	..	..	..	..	14·40	30·19	13·82	20·60	2·51	0·22	..	81·75
1898 ..	..	0·17	..	..	0·16	27·21	20·72	5·28	19·94	0·48	0·13	..	74·09
1899 ..	..	..	..	1·57	0·08	20·81	4·72	5·23	3·49	..	..	..	35·90
1900 ..	..	..	..	..	..	18·26	25·75	17·62	7·49	..	..	..	69·12

Year.	January.	February.	March.	April.	May.	June.	July.	August.	September.	October.	November.	December.	Annual Total.
1901 ..	0·74	..	..	0·04	0·01	25·36	32·70	14·27	1·81	0·39	..	..	75·32
1902 ..	..	..	..	..	..	9·77	16·96	16·53	27·11	0·78	0·01	0·81	71·97
1903 ..	..	..	0·17	..	7·79	19·75	24·82	18·23	7·82	5·01	..	..	84·49
1904 ..	..	..	0·07	..	0·02	15·10	10·14	5·72	1·81	0·56	..	..	33·42
1905 ..	..	0·08	..	..	..	6·53	15·30	4·35	6·16	0·20	1·04	..	33·56
1906 ..	..	0·15	..	..	..	12·91	18·34	20·92	3·98	..	..	..	56·30
1907 ..	..	0·27	..	0·06	..	22·48	59·05	15·99	2·26	0·67	..	..	100·73
1908 ..	0·09	0·07	0·06	..	..	12·39	23·65	9·87	6·79	0·62	..	..	53·54
1909 ..	..	..	..	..	..	16·60	30·05	8·52	16·05	..	..	..	71·22
1910 ..	..	..	..	..	0·03	23·50	6·50	18·15	15·25	4·29	0·14	..	67·86
1911 ..	0·06	..	..	..	0·04	10·85	15·24	17·09	2·96	..	0·27	..	46·51
1912 ..	..	..	..	..	0·43	10·79	25·40	9·90	3·26	0·65	3·62	..	54·05
1913 ..	..	0·07	..	..	..	25·81	33·33	3·72	5·75	2·35	..	..	71·03
1914 ..	..	0·08	..	0·07	..	16·65	30·13	13·27	21·06	0·01	0·18	..	81·45
1915 ..	..	0·30	0·69	0·06	0·36	39·78	14·62	8·45	10·78	2·55	0·02	..	77·61
1916 ..	..	..	..	0·04	0·07	23·43	22·78	19·51	14·59	4·79	0·72	..	85·93
1917 ..	..	1·68	..	..	0·88	14·96	13·26	32·18	16·92	19·96	..	..	99·84
1918 ..	..	..	1·46	..	11·00	10·82	4·25	4·81	3·11	..	0·09	..	35·54
1919 ..	0·11	..	..	..	..	16·31	31·30	10·85	8·03	1·54	0·18	..	68·32
1920 ..	0·99	0·33	..	..	..	8·16	22·00	5·18	4·05	0·34	..	..	41·05
1921 ..	..	..	..	..	..	26·74	35·68	10·36	13·02	0·22	..	..	86·02
1922 ..	..	..	..	..	..	26·48	31·15	5·08	6·95	0·61	..	0·14	70·41
1923 ..	..	0·05	..	0·02	..	7·19	43·26	8·72	18·32	..	..	..	77·56
1924 ..	..	..	..	..	..	7·46	16·73	15·43	12·13	0·06	0·38	..	52·19
1925 ..	..	..	..	..	2·76	27·86	8·38	7·71	3·52	0·22	0·37	..	50·82
1926 ..	2·99	..	..	..	6·10	6·19	30.88	22.21	8.08	1.29	..	..	72.64
1927 ..	..	0.04	0.03	..	..	32·52	16.85	6·74	5.33	7·30	5·48	0·09	74·34
1928 ..	..	0·61	..	..	..	27·71	30·93	16.65	9·91	0·43	0·09	..	85·72
1929 ..	0·63	..	0·02	0·04	..	25·45	16·08	6·06	5·58	4·82	0·22	0·86	59·76
1930 ..	..	..	..	..	0·02	26·71	10·26	6·64	4·85	2·50	..	..	50·98

RAINFALL OF THE YEAR 1930.

The following table is compiled from the Reports issued by the Meteorological Department in order to present, in a condensed form, a definite record of the weather during the South-West Monsoon months of the past year and also during the whole year:—

DIVISION.	STATION.	From 1st June to 31st Oct. 1930.	Departure from normal during period.	From 1st Jan. to 31st Dec. 1930.	Annual normal.
Bay Islands..	Port Blair	81.0	+ 2.6	121.1	116
	Victoria Point	130.0	+ 2.3	181.5	159
	Mergui	110.0	—18.6	161.0	161
	Tavoy	160.6	—23.9	202.8	215
Lower Burma.	Amherst	148.4	..	196.3	..
	Rangoon	86.1	+ 4.5	110.9	99
	Bassein	85.4	— 8.6	111.1	109
	Diamond Island	107.6	+ 8.0	132.2	118
	Gwa	174.3	..	215.5	..
	Toungoo	76.1	+ 5.7	102.9	83
	Kyaukpyu	182.4	+28.1	213.5	180
	Akyab	105.7	—14.7	197.1	203
Upper Burma.	Minbu	20.3	— 5.9	32.7	35
	Yamethin	18.5	— 9.1	35.8	38
	Mandalay	26.0	+ 2.1	37.9	33
	Monywa	32.1	+ 9.2	49.9	31
	Lashio	37.3	—10.7	49.4	62
	Bhamo	63.0	+ 2.8	79.5	72
	Myitkyina	69.9	+ 2.8	82.4	79

DIVISION.	STATION.	From 1st June to 31st Oct. 1930.	Departure from normal during period.	From 1st Jan. to 31st Dec. 1930.	Annual normal.
ASSAM	Dibrugarh	86.7	+ 0.5	112.2	108
	Sibsagar	56.0	— 8.3	80.7	96
	Tezpur	56.7	+ 3.5	77.5	74
	Gauhati	50.2	+ 4.7	70.3	65
	Dhubri	..	..	81.0	97
	Silchar	86.5	+ 4.3	125.2	125
BENGAL	Cox's Bazar	108.5	—11.5	139.5	146
	Chittagong	73.7	— 7.6	100.4	103
	Narayanganj	56.1	+ 2.8	73.4	74
	Barisal	65.0	+ 2.0	79.3	82
	Jessore	55.9	+ 6.7	75.8	66
	Calcutta	51.5	+ 0.3	60.5	63
	Saugor Island	59.8	+ 0.6	69.2	69
	Burdwan	61.5	+15.4	75.2	59
	Berhampore	46.4	— 0.7	88.1	57
	Mymensingh	63.4	— 6.9	92.4	93
	Bogra	45.2	—11.9	62.6	71
	Dinajpur	63.1	+ 3.6	73.5	71
	Jalpaiguri	100.4	— 4.5	116.9	122
ORISSA	Balasore	51.9	+ 1.8	64.7	63
	Chandbali	52.5	..	55.6	..
	Cuttack	46.0	— 6.4	56.4	59
	Sambalpur	42.3	—18.4	50.2	66
CHOTA NAGPUR.	Chaibasa	39.8	— 3.5	46.3	52
	Ranchi	61.3	+11.7	69.6	57
	Hazaribagh	52.4	+ 5.4	58.3	53
BIHAR	Purnea	40.5	— 5.3	57.7	62
	Darbhanga	27.5	—17.5	30.8	50
	Patna	30.7	—13.8	34.4	49
	Gaya	40.4	— 3.3	43.2	47
	Naya Dumka	44.7	— 5.2	54.3	57
UNITED PROVINCES, EAST.	Gorakhpur	48.5	+ 2.1	50.5	50
	Benares	44.0	+ 6.4	47.8	41
	Allahabad	35.8	— 0.6	38.7	39
	Cawnpore	31.2	— 2.1	32.5	36
	Lucknow	45.3	+10.3	46.8	39
	Bahraich	37.8	— 2.6	41.4	45
UNITED PROVINCES, WEST.	Jhansi	35.6	+ 1.7	35.9	36
	Agra	31.1	+ 6.7	31.7	27
	Mainpuri	22.8	— 1.2	24.9	27
	Bareilly	20.9	— 9.6	35.8	44
	Meerut	21.5	— 6.0	32.1	32
	Roorkee	26.1	— 9.9	37.0	42
	Dehra Dun	60.6	—13.3	74.9	88
PUNJAB, EAST AND NORTH.	Delhi	21.0	— 2.0	24.3	27
	Hissar	18.3	+ 6.6	19.7	15
	Ambala	43.8	+19.6	49.9	31
	Ludhiana	25.6	+ 2.6	32.1	20
	Lahore	13.1	— 2.0	15.7	20
	Sialkot	18.0	— 4.9	27.3	31
	Rawalpindi	32.1	+ 9.0	46.8	35
PUNJAB, SOUTH-WEST.	Khushab	8.1	— 1.6	12.6	15
	Lyallpur	9.1	— 2.2	11.5	14
	Montgomery	10.2	+ 2.3	10.7	11
	Multan	3.6	— 1.5	12.6	7
	Bahawalpur	7.1	..	7.3	..
	Khanpur	5.0	..	5.2	..

DIVISION.	STATION.	From 1st June to 31st Oct. 1930.	Departure from normal during period.	From 1st Jan. to 31st Dec. 1930.	Annual normal.
KASHMIR	Srinagar	10.5	+ 1.7	42.4	26
	Sonamarg	13.5	— 2.1	123.4	71
	Dras	2.1	— 1.3	6.0	21
	Leh	0.6	— 1.0	3.5	3
	Skardu	1.0	— 1.0	0.3	7
	Gilgit	1.9	— 0.1	6.3	5
N. W. FRONTIER PROV.	Peshawar	5.6	+ 0.8	14.1	13
	Dera I. Khan	2.8	— 2.6	4.0	9
BALUCHISTAN.	Fort Sandeman	2.1	..	0.4	11
	Harnai	5.2	..	6.1	14
	Quetta	2.9	+ 1.5	9.4	10
	Chaman	0.5	+ 0.2	8.6	7
	Kalat	1.9	+ 0.6	0.1	7
	Dalbandin	0.2	— 0.1	2.1	4
	Mirjawa	..	..	1.3	..
	Panjgur	..	..	..	5
	Pasni	..	..	..	7
SIND	Jacobabad	5.6	+ 3.3	5.6	4
	Hyderabad	2.0	— 4.0	2.7	7
	Karachi	..	..	16.1	8
RAJPUTANA, WEST.	Bikaner	7.3	— 2.4	9.3	12
	Jodhpur	7.9	— 4.4	9.2	14
RAJPUTANA, EAST.	Jaipur	19.5	— 2.4	22.7	24
	Ajmer	2.2	+ 1.6	24.3	21
	Kotah	23.4	— 2.9	24.2	28
	Udaipur	24 1	+ 2.1	26.3	24
GUJARAT	Deesa	12.3	—11.5	13.0	25
	Bhuj	8.3	— 5.5	4.7	14
	Dwarka	16.4	+ 3.6	17.3	13
	Rajkot	26.4	+ 1.0	26.5	26
	Veraval	10.5	— 7.6	10.5	19
	Surat	44.0	+ 3.8	44.1	41
	Bhavnagar	16.8	— 3.3	16.8	21
	Ahmedabad	27.4	— 0.6	27.6	29
CENTRAL INDIA, WEST	Neemuch	33.4	+ 5.9	34.6	29
	Indore	49.0	+17.8	49.2	33
	Bhopal	41.7	..	41.8	..
CENTRAL INDIA, EAST.	Nowgong	37.6	— 2.3	41.7	43
	Sutna	44.3	+ 3.0	47.1	45
BERAR	Akola	26.6	— 2.1	27.7	31
	Amraoti	17.0	—13.0	19.8	33
CENTRAL PROVINCES, WEST.	Khandwa	28.8	+ 1.0	20.0	30
	Hoshangabad	41.5	— 4.6	..	49
	Saugor	40.4	— 1.6	41.7	45
	Jubbulpore	66.2	+14.9	70.6	55
	Seoni	45.3	— 3.4	48.4	53
	Nagpur	30.9	—13.9	32.1	49
CENTRAL PROVINCES, EAST.	Pendra	32.7	—11.1	38.6	50
	Raipur	48.3	+ 1.6	55.1	51
	Kanker	43.4	..	49.0	..
	Chanda	51.1	+ 8.5	56.4	52
	Jagdalpur	44.1	— 9.2	..	61
KONKAN	Bombay	90.0	+20.9	90.0	71
	Ratnagiri	95.0	— 2.3	96.0	100
	Marmagoa	81.9	— 8.1	84.1	95
	Karwar	108.3	— 5.8	100.6	120

DIVISION.	STATION.	From 1st June to 31st Oct. 1930.	Departure from normal during period.	From 1st Jan. to 31st Dec. 1930.	Annual normal.
BOMBAY DECCAN.	Malegaon	19.5	— 0.6	20.4	22
	Ahmednagar	25.7	+ 6.2	27.6	22
	Poona	23.0	— 1.0	28.2	27
	Sholapur	20.5	— 4.1	22.2	29
	Bijapur	20.5	+ 3.3	23.5	21
	Belgaum	40.7	— 2.8	45.5	50
HYDERABAD, NORTH.	Aurangabad	25.4	+ 0.6	26.6	27
	Parbhani	23.0	..	28.5	37
	Nizamabad	32.3	— 4.4	33.2	40
HYDERABAD, SOUTH.	Gulbarga	22.5	— 4.6	26.8	31
	Raichur	16.2	— 8.4	23.9	28
	Hyderabad	26.8	— 0.8	30.0	32
	Hanamkonda	31.8	+ 1.4	36.2	34
MYSORE	Chitaldrug	25.8	+ 8.1	34.5	25
	Bangalore	26.4	+ 1.1	39.0	35
	Mysore	16.3	— 4.0	33.1	31
MALABAR	Mangalore	114·6	+ 0.3	136.9	120
	Calicut	85.7	—12.1	120.8	117
	Cochin	85.1	— 1.4	123.5	115
	Trivandrum	45.3	+ 5.7	69.5	65
MADRAS, SOUTH-EAST	Palamkottah	8.5	— 1.1	23.6	28
	Pamban	11.5	— 0.1	33.3	37
	Madura	21.5	+ 1.0	47.2	34
	Negapatam	40.2	+19.2	83.3	55
	Trichinopoly	33.7	+15.2	51.1	33
	Coimbatore	19.4	+ 7.2	41.2	22
	Salem	23.9	— 3.1	41.8	39
	Cuddalore	30.6	+ 3.9	62.1	53
	Vellore	34.1	+ 6.6	65.3	..
	Madras	40.7	+13.5	78.7	51
MADRAS DECCAN.	Cuddapah	30.4	+ 6.4	42.0	31
	Bellary	19.4	+ 4.8	24.2	21
	Kurnool	22.5	+ 0.1	24.6	26
MADRAS COAST, NORTH.	Nellore	31.3	+10.8	55.6	38
	Masulipatam	43.6	+11.4	61.3	42
	Cocanada	39.2	+ 9.4	56.6	39
	Vizagapatam	28.7	+ 0.4	47.3	37
	Gopalpur	34.1	— 1.9	60.3	45
HILL STATIONS, EXCLUDING KASHMIR & BALUCHISTAN.	Maymyo	49.6	+ 7.4	70.3	59
	Shillong	60.1	— 2.7	84.3	84
	Cherrapunji	301.0	—32.5	377.6	424
	Darjiling	85.4	—20.2	98.9	123
	Mukteswar	35.6	— 4.7	65.5	52
	Mussooree	64.6	..	83.4	..
	Simla	37.0	—11.7	43.5	64
	Dalhousie	58.3	..	81 5	..
	Murree	35.0	— 2.7	42.6	60
	Cherat	17.0	+ 5.3	34.3	27
	Parachinar	12.3	..	30.4	29
	Drosh	3.2	..	21.2	17
	Mount Abu	55.5	— 3.0	60.9	61
	Pachmarhi	80.0	+ 7.4	81.3	77
	Mercara	98.9	—13.4	111.7	125
	Kodaikanal	48.2	+15.2	74.9	62
	Coonoor	37.7	..	68.3	..
CEYLON	Colombo	56.5	+21.2	107.2	84

STATEMENT shewing the total Measurement of Bales and Miscellaneous Packages with Receipts, Expenditure, &c.

Year ending.	No. of Bales and Packages measured.	Receipts.	Expenditure.	Surplus Receipts.	Excess of Expenditure.
		Rs.	Rs.	Rs.	Rs.
From 18th May 1870 to 30th November 1872	Not recorded	52,215	36,315	15,900	..
From 1st December 1872 to 30th November 1873	1,086,577	16,995	15,291	1,704	
Year ending 30th Nov. 1874	1,402,379	21,707	18,986	2,721	
Do. 30th Nov. 1875	1,474,470	23,039	22,009	1,030	..
Do. 30th Nov. 1876	1,240,034	19,375	22,355	..	2 980
Do. 30th Nov. 1877	1,101,318	18,324	21,561	..	3 230
Do. 30th Nov. 1878	1,040,961	20,837	23,287	..	2,457
Do. 30th Nov. 1879	887,100	28,808	20,140	8,668	..
Do. 30th Nov. 1880	1,163,545	33,219	20,804	10,135	..
Do. 30th Nov. 1881	1,318,592	25,177	24,029	1,147	..
Do. 30th Nov. 1882	1,892,796	33,225	24,757	8,468	..
Do. 30th Nov. 1883	1,852,047	33,792	25,605	8,187	..
Do. 30th Nov. 1884	1,814,986	33,404	22,604	10,800	..
Do. 31st Dec. 1885	1,402,845	29,482	24,385	5,097	..
Do. 31st Dec. 1886	1,748,856	32,893	21,582	11,311	..
Do. 31st Dec. 1887	1,845,446	35,933	20,017	15,916	..
Do. 31st Dec. 1888	1,659,273	36,371	21,057	15,314	..
Do. 31st Dec. 1889	2,156,604	43,042	21,648	21,394	..
Do. 31st Dec. 1890	2,335,935	45,872	23,171	22,701	..
Do. 31st Dec. 1891	2,012,900	39,533	23,402	16,131	..
Do. 31st Dec. 1892	1,946,389	38,017	24,495	13,522	..
Do. 31st Dec. 1893	1,691,755	32,517	24,273	8,244	..
Do. 31st Dec. 1894	1,708,723	33,665	25,156	8,509	..
Do. 31st Dec. 1895	1,679,325	34,921	21,546	13,375	..
Do. 31st Dec. 1896	2,049,862	30,061	22,240	17,821	..
Do. 31st Dec. 1897	1,746,610	33,956	22,484	11,472	..
Do. 31st Dec. 1898	1,910,140	36,174	21,100	15,074	..
Do. 31st Dec. 1899	2,132,663	41,684	21,041	20,643	
Do. 31st Dec. 1900	1,147,591	28,302	20,844	7,458	..
Do. 31st Dec. 1901	2,947,198	45,497	21,918	23,579	..
Do. 31st Dec. 1902	2,159,823	43,709	26,865	16,844	..
Do. 31st Dec. 1903	2,664,171	53,654	31,522	22,132	..
Do. 31st Dec. 1904	2,292,791	48,673	19,666	29,007	..
Do 31st Dec. 1905	2,534,599	53,255	21,427	31,828	..
Do. 31st Dec. 1906	2,685,432	54,215	23,516	30,699	..
Do. 31st Dec. 1907	2,976,312	60,171	27,054	33,117	..
Do. 31st Dec. 1908	2,302,349	48,844	29,706	19,138	..
Do. 31st Dec. 1909	2,736,023	57,502	28,310	29,192	..
Do. 31st Dec. 1910	3,163,919	65,853	30,617	35,236	..
Do. 31st Dec. 1911	2,390,016	54,123	34,028	20,095	..
Do. 31st Dec. 1912	2,528,825	55,571	31,953	23,618	..
Do. 31st Dec. 1913	3,127,997	64,049	32,441	31,608	..
Do. 31st Dec. 1914	3,336,685	65,197	36,014	29,183	..
Do. 31st Dec. 1915	3,361,744	73,410	35,002	38,408	..
Do. 31st Dec. 1916	3,409,241	85,407	37,571	47,836	..
Do. 31st Dec. 1917	2,944,353	67,356	41,363	25,996	
Do. 31st Dec. 1918	1,933,943	73,386	41,640	31,746	
Do. 31st Dec. 1919	2,910,991	86,189	46,154	40,035	
Do. 31st Dec. 1920	3,027,873	1,06,901	70,146	36,755	..
Do. 31st Dec. 1921	3,407,858	1,54,071	70,208	83,863	..
Do. 31st Dec. 1922	3,517,691	1,60,333	76,399	83,934	..
Do. 31st Dec. 1923	2,692,835	1,24,179	76,939	47,240	..
Do. 31st Dec. 1924	2,365,531	1,16,002	72,034	43,968	..
Do. 31st Dec. 1925	2,111,055	1,09,375	69,703	39,672	..
Do. 31st Dec. 1926	1,785,602	1,08,621	68,203	40,418	..
Do. 31st Dec. 1927	1,573,756	1,33,382	74,855	58,527	..
Do. 31st Dec. 1928	1,991,021	1,13,092	71,963	41,129	..
Do. 31st Dec. 1929	1,826,481	1,02,578	69,338	33,240	..
Do. 31st Dec. 1930	1,812,795	1,00,115	69,192	30,823	..

Statement showing the total Measurement of Bales and Miscellaneous Packages, with Receipts for the years 1913 to 1930.

Years.	Nett Bales certified.		Nett Miscellaneous Articles.		Nett Round Logs.		Extra Fees.		Nett Totals.	
	Number of Bales.	Nett Fees.	Number of Packages.	Nett Fees.	Number of Logs.	Nett Fees.	Articles certified.	Amount.	Packages.	Nett Fees.
		Rs. a. p.		Rs. a. p.		Rs. a. p.		Rs. a. p.		Rs. a. p.
1913	2,843,348	44,427 5 0	284,618	18,896 6 0	31	15 8 0	..	710 9 3	3,127,997	64,049 12 3
1914	3,099,996	48,437 7 0	236,676	15,872 8 6	13	6 8 0	..	880 12 6	3,336,685	65,197 4 0
1915	2,985,392	46,646 7 0	396,352	25,421 1 9	..	....	..	1,342 9 9	3,361,744	73,410 7 6
1916	2,872,260	44,879 1 0	536,981	38,340 15 9	..	....	..	2,187 11 3	3,409,241	85,407 12 0
1917	2,575,480	40,241 14 0	368,873	27,110 4 9	..	....	..	4 11 0	2,944,353	67,356 13 9
1918	1,361,026	21,266 0 6	572,917	39,263 11 0	..	....	..	12,856 12 9	1,933,943	73,386 8 3
1919	2,219,969	34,687 0 3	690,960	47,002 11 3	62	31 0 0	..	4,469 1 3	2,910,991	86,189 12 9
1920	2,461,224	50,540 0 0	566,474	54,005 12 6	175	87 8 0	..	2,268 8 6	3,027,873	1,06,901 13 0
1921	2,834,521	88,578 12 6	573,280	63,370 8 9	57	28 8 0	..	2,093 6 0	3,407,858	1,54,071 3 3
1922	2,942,899	91,965 9 6	574,697	63,748 13 3	95	47 8 0	..	4,571 7 0	3,517,691	1,60,333 5 9

Years	Nett Bales certified.		Nett Miscellaneous Articles.		Nett Rounds and Logs.		Extra Fees.		Nett Totals.	
	Number of Bales.	Nett Fees.	Number of Packages.	Nett Fees.	Number of Logs.	Nett Fees.	Articles Certified.	Amount.	Packages.	Nett Fees.
		Rs. a. p.		Rs. a. p.		Rs. a. p.		Rs. a. p.		Rs. a. p.
1923	2,024,508	63,265 14 0	668,323	57,951 2 3	4	2 0 0	..	2,960 7 6	2,692,835	1,24,179 7 9
1924	1,723,813	53,869 2	641,718	58,174 5 9	..	....	..	3,834 0 0	2,365,531	1,15,877 8 3
1925	1,699,403	49,356 5	531,652	55,700 2 6	..	....	..	4,318 7 6	2,111,055	1,09,374 15 6
1926	1,2 ,587	39,205 13 6	531,015	63,323 9 0	..	....	..	6,091 7 6	1,785,602	1,08,620 14 0
1927	994,512	31,141 0 0	577,244	68,542 0 0	..	....	..	33,699 10 0	1,573,756	1,33,382 10 0
1928	1,480,555	46,267 5 6	510,388	60,803 15 0	78	39 0 0	..	5,981 6 0	1,991,021	1,13,091 10 6
1929	1,328,917	41,528 10 6	496,505	58,565 3 0	59	29 8 0	..	2,455 0 6	1,825,481	1,02,578 6 0
1930	1,365,626	42,675 13 0	447,169	51,784 15 0	..	..	..	5,554 7 6	1,812,795	1,00,015 3 6

BOMBAY CHAMBER OF COMMERCE.

Balance Sheet as at 31*st December* 1930.

LIABILITIES.	Rs. a. p.	Rs. a. p.	ASSETS.		Rs. a. p.	Rs. a. p.
Sundry Creditors—			Value of Office Furniture as per last Balance Sheet ..		8,010 14 0	
Bank overdraft	....	17,533 13 1	*Add*—Additions during the year		264 0 0	
					8,274 14 0	
Auditors' Fee and bills for statistical and miscellaneous printing, stationery, Books and Periodicals, Contribution to the Provident Fund, &c., for December 1930 unpaid ..	....	10,405 5 8	*Less*—Depreciation at 10 per cent. written off this year..		1,003 14 0	7,271 0 0
			Cost of Office Motor Car as per last Balance Sheet ..		1,959 0 0	
			Less—Depreciation at 25 per cent. written off this year..		979 8 0	979 8 0
Advance received against—			Cost of Statistical Department Furniture (Cyclostyling Machines, Typewriters, etc.), as per last Balance Sheet		218 8 0	
Publications Subscription ..	140 0 0		*Less*—Depreciation at 25 per cent. written off this year		124 0 0	
Special Statistics Subscription	15 0 0					94 8 0
Arbitration Fee ..	35 0 0		INVESTMENTS.			
Stamp Duty Deposit ..	20 0 0			Value on 31st December 1930.	Cost Price.	
		210 0 0		Rs. a. p.	Rs. a. p.	
Chamber of Commerce Accumulated Fund—						
Balance on 31st December 1929	1,66,538 12 6		5 per cent. 1939-44 Loan for Rs. 85,300	80,182 0 0	82,314 8 0	
Less—Excess of Expenditure over Income ..	6,482 4 5		5 per cent. Government 1935 Bonds for Rs. 20,800	19,968 0 0	20,384 0 0	
		1,60,056 8 1	5 per cent. Government Income Tax Free Loan, 1945-55, for Rs. 71,000.	71,355 0 0	71,000 0 0	
				1,71,505 0 0		
			Add—Depreciation	2,193 8 0		
				1,73,698 8 0	1,73,698 8 0	1,73,698 8 0

				Interest accrued but not received on the Chamber's Investments up to 31st December 1930	.. .	2,097	11 4
				Chamber Membership Subscription due but not received	....	180	0 0
				Cost of 40 Shares of the Bombay Telephone Company, Limited	....	1,730	0 0
				Cash Deposit with the Government of India, Central Publication Branch, Calcutta	....	100	0 0
				Cash in hand	....	1,154	7 6
Total Rs. ..	....	1,88,205	10 10	Total Rs. ..	...	1,88,205	10 10

We beg to report that we have audited the balance sheet of the Bombay Chamber of Commerce as above set forth, and have obtained all the information and explanations required. In our opinion this balance sheet is drawn up in conformity with the law and exhibits a true and correct view of the state of the Chamber's affairs according to the best of our information, and the explanations given to us, and as shown by the books of the Chamber.

A. F. FERGUSON & Co.,

Chartered Accountants,
Auditors.

BOMBAY, 16*th February* 1931.

J. R. ABERCROMBIE,

President.

L. A. HALSALL,

Member of Committee.

R. SULIVAN,

Secretary.

BOMBAY CHAMBER OF COMMERCE.

Dr. *Income and Expenditure Account for the year ended 31st December 1930.* *Cr.*

EXPENDITURE.	Rs. a. p.	Rs. a. p.	INCOME.	Rs. a. p.	Rs. a. p.
To—			By—		
Contribution towards publication of Weather and Crop Reports for the year 1930	500 0 0		Subscriptions—		
Subscription to Weather and Crop Reports	69 0 0		Chamber Membership ..	61,560 0 0	
Donation to the Sydenham College of Commerce and Economics ..	1,500 0 0		Associate Membership ..	3,600 0 0	
Membership Subscription to the Federation of Chambers of Commerce of the British Empire ..	58 1 0		Statistical Returns ..	50,162 12 0	
Membership Subscription to the Associated Chambers	640 0 0		Special Statistical Returns.	3,713 8 0	
		2,767 1 0	Statistical Miscellaneous Receipts	315 4 0	
Office Salaries	67,625 0 0				54,191 8 0
Office Rent	8,100 0 0		Measurement Fees	....	1,00,615 3 6
Printing Miscellaneous Papers, Annual Report for 1929, &c. ..	8,323 2 0		Balance of Receipts over Expenditure on Arbitration Fees	....	1,229 0 0
Advertisements	32 0 0		Fees for issuing Certificates of Origin, etc.	....	979 0 0
Books and Periodicals	818 13 0				
Stationery	1,052 5 6		Miscellaneous Receipts ..	....	386 9 0
General Charges	2,997 9 9		Interest on Investments ..	....	8,855 0 0
Telephone Charges	652 0 0		Dividends	....	180 0 0
Fire Insurance Premium	14 1 0				2,30,996 4 6
Contribution, Interest, &c., paid to the Provident Fund	11,978 9 10				
Law Charges	266 13 0				
Auditors' Fee	250 0 0				
Cost of Petrol, oil, etc., for and upkeep of the Office Motor Car ..	2,656 6 6				
Port Trust Ground Rent	100 0 0				
Depreciation written off on the cost of Office Motor Car	979 8 0				

Depreciation written off on the cost of Office Furniture	1,003	14	0					
				1,00,885	2	7		
Statistical Department expenses—								
Salaries of the Staff	22,845	0	0					
Cost of cyclostyling returns ..	10,830	14	0					
Printing Returns	18,490	4	0					
Contribution to the Railway ..	2,677	10	0					
Books and Periodicals	116	0	0					
Stationery	437	13	6					
Petty charges	303	10	0					
Depreciation written off on the cost of typewriters, cyclostyling machines, etc.	124	0	0					
				55,825	3	6		
Measurement Department expenses—								
Salaries of the Staff	62,078	0	0					
Printing charges	993	4	0					
Stationery	452	9	6					
Telephone rent	290	0	0					
Petty charges	794	8	6					
Bonus	2,303	4	0					
Pensions and Gratuities	2,280	0	0					
				69,191	10	0		
Passage	....			2,367	4	0		
Travelling Expenses	....			363	2	0		
Interest on overdraft	....			79	1	10		
Total Rs. ..	....			2,37,478	8	11		

Balance of Excess of Expenditure over Income transferred to Chamber's Balance Sheet							6,482	4 5
Total Rs. ..							2,37,478	8 11

Examined and found correct.

A. F. FERGUSON & Co.,
Chartered Accountants,
Auditors

BOMBAY, 16*th February* 1931.

J. R. ABERCROMBIE,
President.

L. A. HALSALL,
Member of Committee.

R. SULIVAN,
Secretary.

THE BOMBAY CHAMBER OF COMMERCE PROVIDENT FUND.

Statement of Accounts from 1st January to 31st December 1930.

	Rs. a. p.	Rs. a. p.	Rs. a. p.
By Balance at Credit of this account on 31st December 1929	....	....	2,52,332 3 6
Add—			
Subscriptions received from Members	....	11,719 9 4	
Contributions paid by the Chamber of Commerce	....	11,719 9 4	
Interest	....	11,361 6 10	34,800 9 6
			2,87,132 13 0
Deduct—			
Claims paid to Members	....	....	13,142 7 7
To Balance at Credit of this Account on 31st December 1930 ..	....	....	2,73,990 5 5
Add—Amount of Reserve Fund against Depreciation on Investments as per last Statement	....	....	2,467 2 7
			2,76,457 8 0

Held thus— INVESTMENTS	Value on 31st December 1930. Rs. a. p.	Cost Price. Rs. a. p.
3½ per cent. Government Promissory Notes of the Loans of 1854-55 and 1900-01 for Rs. 6,000	3,810 0 0	4,925 0 0
4 per cent. City of Bombay Improvement Trust Bonds for Rs. 32,000	22,720 0 0	31,420 0 0
4 per cent. Port Trust Bonds for Rs. 24,000..	18,000 0 0	23,803 12 0
4 per cent. Bombay Municipal Bonds for Rs. 3,500	2,915 0 0	3,627 8 0

5 per cent. Bombay Municipal Water Works Debenture Loan for Rs. 10,000	9,500	0	0	10,000	0	0
5 per cent. Government Loan, 1929-47 Bonds, for Rs. 15,000 ..	14,137	8	0	14,971	14	0
5 per cent. Government Loan, 1939-44 Bonds, for Rs. 35,500 ..	33,370	0	0	34,013	12	0
5 per cent. Government Ten Year Income-Tax Free Bonds, 1933, for Rs. 12,000	11,970	0	0	12,030	0	0
5 per cent. Government Income-Tax Free Loan, 1945-55, for Rs. 64,000	64,320	0	0	63,228	2	0
4 per cent. Government Loan, 1960-70, for Rs. 15,400	11,396	0	0	13,765	4	0
4½ per cent. Government Loan, 1955-60, for Rs. 16,000	13,280	0	0	15,040	0	0
5 per cent. Government Loan, 1935 Bonds, for Rs. 16,100	15,456	0	0	15,778	0	0
4 per cent. Government Loan, 1934-37 Bonds, for Rs. 20,500 ..	18,245	0	0	18,503	2	0
	2,39,119	8	0			
Add—Depreciation in Value of the above Securities partly covered by the above Reserve Fund	22,046	14	0			
	2,61,166	6	0	2,61,166	6	0
Amount due by Members	....			2,305	0	0
Amount due by the Chamber	....			6,113	3	2
Cash in the Imperial Bank of India	....			6,872	14	10
						2,76,457 8 0

Examined and found correct.

A. F. FERGUSON & Co.,
Chartered Accountants,
Auditors.

BOMBAY, 16*th February* 1931.

J. R. ABERCROMBIE,
President.

L. A. HAISALL,
Member of Committee.

R. SULIVAN,
Secretary.

OF THE

Bombay Chamber of Commerce.

1. The name of the Association is "THE BOMBAY CHAMBER OF COMMERCE."

2. The Registered Office of the Association will be situated in the Province of Bombay.

3. The objects for which the Association is established are:—

(1) To encourage and promote a friendly feeling and unanimity among commercial men on all subjects involving their common good.

(2) To promote and protect the trade, commerce and manufactures of India and in particular the trade, commerce and manufactures of the Bombay Presidency.

(3) To watch over and protect the general commercial interests of India or any part thereof and the interests of persons engaged in trade, commerce, or manufacture in India and in particular in the Bombay Presidency.

(4) To consider all questions connected with trade, commerce and manufactures.

(5) To collect and circulate statistics and other information relating to trade, commerce and manufactures.

(6) To promote or oppose legislative and other measures affecting trade, commerce and manufactures.

(7) To adjust controversies between members of the Association.

(8) To arbitrate in the settlement of disputes arising out of commercial transactions between parties willing or agreeing to abide by the judgment and decision of the Association.

(9) To establish just and equitable principles in trade.

(10) To form a code or codes of practice to simplify and facilitate transactions of business.

(11) To maintain uniformity in rules, regulations and usages of trade.

(12) To communicate with Chambers of Commerce and other mercantile and public bodies throughout the world, and concert and promote measures for the protection of trade, commerce and manufactures and persons engaged therein.

(13) To acquire by purchase, take on lease, or otherwise lands and buildings and all other property movable and immovable which the Association, for the purposes thereof, may from time to time think proper to acquire.

(14) To sell, improve, manage, develop, exchange, lease or let, underlease, sublet, mortgage, dispose of, turn to account or otherwise deal with, all or any part of the property of the Association.

(15) To construct upon any premises acquired for the purposes of Association any building or buildings for the purposes of the Association and to alter, add to, or remove, any building upon such premises.

(16) To borrow or raise any moneys required for the purposes of the Association upon such terms and in such manner and on such securities as may be determined, and in particular by the issue of debentures or debenture stock charged upon all or any of the property of the Association.

(17) To subscribe to, become a member of, and co-operate with any other Association, whether incorporated

or not, whose objects are altogether or in part similar to those of this Association, and to procure from and communicate to any such Association such information as may be likely to forward the objects of this Association.

(18) To establish and support, or aid in the establishment and support of associations, institutions, funds of trusts calculated to benefit employees or ex-employees of the Association, or the dependants or connections of such persons, and to grant pensions and allowances and to make payments towards insurance, and to subscribe, donate or guarantee money for any charitable, patriotic or benevolent purposes or for any exhibition or for any public, general or useful object.

(19) To pay out of the funds of the Association the costs, charges and expenses preliminary and incident to the formation, establishment and registration of the Association, or on any other Association, and all expenses which the Association may lawfully pay, having regard to the provisions of the Indian Companies Act, 1913, of or incident to the raising of money for the Association, including brokerage and commissions for obtaining applications for, or taking, placing, or underwriting Debentures or Debenture Stock.

(20) To give to any person, firm or company the right to apply for or guarantee the subscription of, at any time, any of the Debentures, Debenture Stock, or other Securities of the Association at any price or consideration to be agreed upon by the Committee for the time being of the Association and to annex any conditions or stipulations to such right of application as the said Committee may think proper

(21) To do all such other things as may be necessary for or incidental or conducive to the extension of trade, commerce or manufacture, or the attainment of the above objects or any of them.

4. The income and property of the Association whencesoever derived shall be applied solely towards the promotion of the objects of the Association as set forth in the Memorandum of Association and no portion thereof shall be paid or transferred directly or indirectly by way of dividend or bonus or otherwise howsoever by way of profit to the persons who at any time are or have been members of the Association or to any of them or to any person claiming through any of them. Provided that nothing herein contained shall prevent the payment in good faith of remuneration to any officers or servants of the Association or to any member thereof or other person in return for any service actually rendered to the Association or the payment of interest on money borrowed from any member of the Association.

5. The fourth paragraph of this Memorandum is a condition on which a license is granted by the Government of Bombay to the Association in pursuance of Section 26 of the Indian Companies Act, 1913.

6. The liability of the members is limited but if any member of the Association pays or receives any dividend, bonus or other profit in contravention of the fourth paragraph of this Memorandum his liability shall be unlimited.

7. Every member of the Association undertakes to contribute to the assets of the Association in the event of its being wound up during the time that he is a member, or within one year afterwards, for payment of the debts and liabilities of the Association contracted before the time at which he ceases to be a member, and of the costs, charges and expenses of winding up the same, and for the adjustment of the rights of the contributories amongst themselves such amount as may be required, not exceeding Rs. 50, or, in case of his liability becoming unlimited

such other amount as may be required in pursuance of the last preceding paragraph of this Memorandum.

8. If upon the winding up or dissolution of the Association there remains, after the satisfaction of all its debts and liabilities any property whatsoever, the same shall not be paid to or distributed among the members of the Association, but shall be given or transferred to some other institution or institutions having objects similar to the objects of the Association, to be determined by the members of the Association at or before the time of dissolution and in default thereof by such Judge of the High Court of Judicature at Bombay as may have or acquire jurisdiction in the matter.

We, the several persons whose names and addresses are subscribed, are desirous of being formed into an Association in pursuance of this Memorandum of Association.

Names, Addresses and Descriptions of Subscribers.	Name, Address and Description of Witness.
L. S. HUDSON, Ballard Road, Bombay, Merchant. V. A. GRANTHAM, Forbes Building, Home Street, Bombay, Merchant. H. F. E. FREELAND, Agent's Office, Bombay, Baroda and Central India Railway, Bombay. T. E. CUNNINGHAM, 16, Bank Street, Bombay, Merchant. C. H. GOODALL, 9, Wallace Street, Bombay, Merchant. A. K. GRAHAM, Graham's Building, Parsee Bazar Street, Bombay, Merchant. J. MULLER, 1, Rampart Row, Bombay, Merchant. G. C. RICHARDSON, Parel Road, Byculla, Bombay, Merchant. W. P. G. TAGGART, Esplanade Road, Bombay, Banker.	Witness to these signatures— C. B. SAYER, Secretary, Bombay Chamber of Commerce, Bombay.

Dated this 21st day of May 1924.

ARTICLES OF ASSOCIATION

OF THE

Bombay Chamber of Commerce.

Adopted by Special Resolution of the Chamber passed at a Special General Meeting held on the twenty-first day of May 1924.

(*Amended at a Special General Meeting held on the 5th March* 1929, *and confirmed at a Special General Meeting held on the 20th March* 1929.)

PRELIMINARY.

1. In these Articles, unless there be something in the subject or context inconsistent therewith—

"The Chamber" means "The Bombay Chamber of Commerce" incorporated under Section 26 of the Indian Companies Act, 1913.

"Member" means a member of the Chamber.

"General Meeting" means a general meeting of the Chamber.

"The President" means the President of the Chamber.

"The Vice-President" means the Vice-President of the Chamber.

"The Committee" means the Committee of the Chamber elected in the manner prescribed by these Articles.

"The Secretary" means the Secretary to the Chamber.

"British Subject" for the purposes of these Articles means :—

(*a*) Any person born within His Majesty's dominions and allegiance whose parents were natural-born or

naturalized British subjects, provided that such naturalized parents have entirely renounced all allegiance to any foreign State.

(*b*) Any person born out of His Majesty's dominions whose parents were natural-born British subjects.

2. For the purpose of registration the Chamber is declared to consist of 200 members.

3. The Committee may, when they think fit, register an increase of Members.

4. The Chamber is established for the purposes expressed in the Memorandum of Association.

MEMBERS.

5. There shall be three classes of members, namely, Chamber Members, Associate Members and Honorary Members.

6. Every individual, firm, joint-stock company, or other corporation respectively who or which was a Chamber or an Associate Member of the Chamber on the 29th day of February 1924, shall *ipso facto* and without election be a Chamber or an Associate Member, as the case may be, of the Chamber.

7. Merchants, bankers, shipowners, representatives of commercial, railway and insurance companies, brokers and persons engaged in commerce, agriculture, mining or manufacture and persons engaged in or connected with art, science, literature or law, who are British subjects shall be eligible for election as Chamber Members.

8. Every person not being a British subject similarly engaged or interested shall be eligible for election as an Associate Member.

9. Any firm engaged in commerce, agriculture, mining or manufacture and any joint-stock company or other corporation formed for any purpose or object connected with commerce, agriculture, mining or manufacture, may be admitted as a member of the Chamber and the provisions of these Articles relating to persons being candidates for membership and to persons being members of the Chamber shall, where not excluded by the context, apply to firms, joint-stock companies and other corporations, *mutatis mutandis*, subject nevertheless to the following conditions, namely :—

(*a*) Any firm of which all the members are British subjects and any company or corporation of British registration and management shall be eligible for admission as a Chamber Member.

(*b*) Any other firm, company or corporation shall be eligible for admission as an Associate Member.

(*c*) Any firm, company or corporation being a Chamber Member other than a firm, company or corporation elected prior to the 25th March 1918, shall be deemed ineligible to continue a Chamber Member if, in the case of a firm, it shall cease to be composed entirely of partners who are British subjects and in the case of a company or corporation, it shall cease to be of British registration and management and upon the happening of any such events as aforesaid, the firm, company or corporation shall immediately give notice thereof to the Secretary and the name of the firm, company or corporation shall be struck off the list of Chamber Member and entered in the list of Associate Members.

(*d*) Any firm, company or corporation which is a candidate for membership as a Chamber Member shall

send with the proposal form provided for by Article 13 of these Articles a declaration, in the case of a firm, by one of the partners of the firm and in the case of a company or corporation, by one of its Directors, or, in either case, by any manager or officer of any such firm, company or corporation duly authorized by power-of-attorney that the firm, company or corporation, as the case may be, is eligible for election as a Chamber Member.

(e) All persons, firms, companies and corporations whose names shall appear in the register of the Chamber shall be entitled to attend or be represented at the meetings of the Chamber, but only those persons, firms, companies or corporations who or which shall have been admitted to membership as Chamber Members shall be entitled to vote.

10. An Associate Member shall not be entitled to vote for any purpose whatever, nor to hold any office in the Chamber, except as a member of a Sub-Committee of the Chamber whereon he may vote. Subject as above Associate Members shall be entitled to all the privileges of Chamber Members.

11. Any firm, joint-stock company, or other corporation eligible for election as a Chamber or Associate Member may become a Chamber or Associate Member in their conventional or corporate name.

12. The rights and privileges of membership may, in the case of a firm elected in their conventional name as a member of either class, be exercised by any partner in such firm, or by any person authorized by power-of-attorney or letter of procuration to sign the name of the firm, or to sign such name per procuration, and may, in the case of a joint-stock company

or other corporation elected a member in its corporate name, be exercised by any responsible officer of such company or corporation.

13. A candidate for election either as a Chamber or Associate Member whether an individual, a firm or joint-stock company or other corporation shall be proposed by one and seconded by another Chamber Member. The proposal form shall be sent to the Secretary, and shall state the name in full of the candidate, and in the case of a firm, the names of the partners thereof, their address, business and nationality, and if British, whether natural-born or naturalized, and if naturalized, their previous nationality and date of naturalization. If the candidate is a joint-stock company or other corporation the proposal form shall set out the nationalities of the Directors, Agents, and/or Managers, and shall state whether they are of British registration and management. In case the candidate shall have been previously proposed and not elected, the fact shall be stated and the number of times if more than one. In the event of the candidate being elected and it appearing subsequently at any time, to the satisfaction of the Committee, that any statement contained in such proposal form was incorrect in any material particular, the Committee may cancel the election and the member shall thereupon cease to be a member of the Chamber, but may be proposed and seconded again.

14. Upon receipt of an application for admission as set forth in Article 13 as a member of either class, the Secretary shall bring it before the Committee hereafter mentioned at their next meeting, when, if the candidate be eligible for election, the following provisions shall have effect, namely :—

(*a*) At least 3 days' notice shall be given to all Chamber Members stating the name of the candidate, together with the name of his proposer and seconder and the dates of the opening and closing of the

ballot. Voting shall be by papers signed by the Members and placed in the box provided for the purpose. Votes will be received up to 3 p.m. on the date fixed for the closing of the ballot. No vote by proxy shall be allowed.

(*b*) The ballot shall be open for seven consecutive days (exclusive of Sunday and all holidays under the Negotiable Instruments Act) which shall be fixed by the Committee.

(*c*) After 3 p.m. on the date fixed for the closing of the ballot, the ballot box shall be opened by the Secretary of the Chamber in the presence of a member of the Committee, nominated by the Committee for this purpose, who shall jointly declare in writing the result of the voting.

(*d*) No ballot shall be valid unless at least one-fourth of the Chamber Members shall have recorded their votes and one negative vote in every six votes recorded shall exclude.

(*e*) If the candidate shall be duly elected, his election shall be notified to him by the Secretary, and upon payment of his subscription, but not before, the candidate shall be entitled to the privileges and advantages of the Chamber according to his class of membership.

(*f*) No person, firm or joint-stock company who or which on ballot has been excluded, shall be again proposed as a member of either class until after the lapse of six months from the date of ballot.

15. The Committee shall decide any question which may arise to the eligibility or otherwise under these Articles of any candidate for admission as a member of either class and their decision shall be final.

16. Except as hereinbefore provided a firm shall not cease to be a member by reason only of a change in the constitution of the firm occasioned by the admission or retirement or death of a partner provided the business of the firm is continued in the conventional name in which such firm was elected a member.

17. A firm, joint-stock company or other corporation shall cease to be a member upon any change being made in the conventional or corporate name of the firm, company or corporation.

18. Any member may withdraw from the Chamber on the 30th June or the 31st December in each year by giving not less than one calendar month's notice in writing to the Secretary or the intention of such member so to do, and upon the expiration of the notice such member shall cease to be a member. In the case of a member resigning on the 30th June of any year the Committee may at their discretion waive the subscription due by the member for the last six months of that year.

19. A member being a firm shall cease to be a member of the Chamber if the firm shall be adjudicated insolvent. A member being a company or corporation shall cease to be a member if an effective resolution shall be passed or an order made by a competent Court for the winding up of the company or corporation.

19A. Any individual firm, company or corporation being a Member shall be deemed to be ineligible to continue as, and shall *ipso facto* cease to be a Member, if the individual, or, in the case of a firm, any member or members thereof is or are a subject or subjects of a State which is at any time at war with Great

Britain or the British Empire, and in the case of a company or corporation, if that company or corporation be incorporated or constituted under the laws of a State which is at any time at war with Great Britain & the British Empire.

20. The annual subscription of each Chamber Member shall be Rs. 360 and of each Associate Member Rs. 300. Members of either class elected after the 30th June in any year shall pay half the above amounts for the remainder of that year. The first subscription of each new member shall be due on election and all other subscriptions shall be due on the 1st January in each year but may be made payable half-yearly.

21. Honorary Members shall not be required to subscribe to the funds of the Chamber.

22. Any member whose subscription shall be three months in arrear, and who shall not pay such arrears within one month after written notice calling for such payment, shall cease to be a member and the name of such defaulting member shall be removed by the Committee from the list of members. A member whose subscription is three months in arrear may not vote, and if he votes his vote shall not be counted.

23. A majority of three-fourths of the Chamber Members present and entitled to vote and voting at an annual or special general meeting of the Chamber may by resolution expel any member of either class. Any such person, firm, company or corporation shall, from the passing of such resolution, cease to be a member of the Chamber.

24. A firm or joint-stock company or other corporation which shall be expelled under the last preceding Article shall be eligible for re-election after the expiry of one year from the date of expulsion provided not less than three Chamber Members in addition to the proposer and seconder concur in the proposal for re-election.

25. An individual who shall be expelled under Article 23 shall not be eligible for re-election.

26. Any member who shall by any means cease to be a member shall nevertheless remain liable for and shall pay to the Chamber all moneys which at the time of such member ceasing to be a member may be due from such member to the Chamber.

Honorary Members.

27. Officials and others indirectly connected with the trade, commerce or manufactures of India or who may have rendered distinguished service to the interests represented by the Chamber may be elected by the Committee Honorary Members of the Chamber.

28. Strangers visiting the Presidency may be admitted by the Committee as Honorary Members for a period not exceeding two months on the proposal of any Chamber Member whether a member of the Committee or not.

29. Honorary Members shall be entitled to receive the last published report of the Committee and to attend and speak but not to vote at any general meeting held during their membership and may upon the invitation of the President, Vice-President or Chairman, as the case may be, attend under the like conditions any meeting of the Committee or of any departmental Committee or Sub-Committee.

Register of Members.

30. A list or register of members shall be kept in which shall be set forth the names, nationalities (in the case of a company or corporation the place of registration) and address of the members, Chamber, Associate and Honorary, for the time being, and in which all changes in membership from time to time taking place shall be recorded. The Committee shall at any time

be empowered to call upon any member being a firm to declare the nationalities of the partners for the time being constituting the firm and being a company or corporation of the Directors for the time being thereof whether admitted to membership as a Chamber Member or as an Associate Member.

OFFICERS.

31. There shall be the following officers of the Chamber, namely, a President, Vice-President, seven Ordinary Members of Committee, a Secretary, an Assistant Secretary and an Auditor. The officers of the Chamber, with the exception of the Secretary, Assistant Secretary and Auditor, shall act without remuneration.

32. The Committee shall ordinarily consist of nine members, namely, the President and Vice-President who shall be elected and seven other Members, who shall be nominated as in these Articles provided.

33. The following shall be the first officers of the Chamber, namely :—

President :—L. S. Hudson, Esq., M.L.C.

Vice-President :—V. A. Grantham, Esq., M.L.C.

Ordinary Members of the Committee :—

1. Major-General Sir Henry Freeland, K.C.I.E., C.B., D.S.O., M.V.O.
2. T. E. Cunningham, Esq.
3. C. H. Goodall, Esq.
4. A. K. Graham, Esq.
5. J. Muller, Esq.
6. Major G. C. Richardson, D.S.O., M.C.
7. W. P. G. Taggart, Esq.

Secretary :—C. B. Sayer, Esq.

Assistant Secretary:—R. Ainscough, Esq.

Auditors :—Messrs. A. F. Ferguson and Company.

34. The President, Vice-President and the nominated Members of the Committee shall retire at each Annual General Meeting. A retiring officer shall be eligible for re-election or re-nomination.

35. Any Chamber Member, any partner in or person holding a power-of-attorney or letter of procuration from a firm registered as a Chamber Member in their conventional name, and any person being a responsible officer of any joint-stock company or other corporation registered as a Chamber Member in its corporate name, shall be eligible for election as an officer of the Chamber.

36. During the tenure of office as President, Vice-President or as a nominated Member of the Committee by any partner in or person holding a power-of-attorney or letter of procuration from a firm registered as a Chamber Member in their conventional name or during the tenure of office as President, Vice-President, or as a nominated Member of the Committee by any person being a responsible officer of a joint-stock company or other corporation registered as a Chamber Member in its corporate name, no other partner or person representing the same firm, company or corporation as the case may be, shall be eligible for election or nomination as a Member of the Committee.

37. If the President, Vice-President or any nomipated Member of the Committee shall be absent from Bombay for a period of two consecutive months, the Committee may declare his office vacant, and he shall thereupon cease to be an officer of the Chamber.

Election of Officers.

38. On or about the 1st December in each year the Secretary shall issue a notice to all Chamber Members calling upon them to submit within 14 days the names of any Chamber Members or duly qualified persons as defined in Article 35, who may

be willing to accept office if elected as President for the following year. Before the 31st December in each year the Secretary shall issue a notice to all Chamber Members embodying the names thus submitted and shall in such notice state the dates fixed by the Committee for the opening and closing of the ballot. No person shall be eligible for election as President who has not been nominated as in this Article prescribed. The name of the gentleman elected President shall be made known to all members within seven days from the date of the closing of the ballot.

After the result of the election for the President has been notified to members, a similar procedure shall be carried out for the election of the Vice-President. Any member who has failed to obtain election as the President may be nominated for election as the Vice-President.

39. The following rules with respect to the election of the President and the Vice-President and the nomination of the Members of the Committee shall have effect, namely :—

(*a*) Seven days' interval (exclusive of Sunday and all holidays under the Negotiable Instruments Act) shall be allowed between the opening and the closing of the ballot for the election of the President and the Vice-President.

(*b*) Votes shall be received up to 3 p.m. on the day fixed for the closing of the ballot.

(*c*) Voting shall be by papers signed by the members and placed in a box provided for the purpose. No vote by proxy shall be allowed.

(*d*) After 3 p.m. on the day fixed for the closing of the ballot in each case the ballot box shall be opened by the Secretary in the presence of a Scrutineer appointed by the Committee.

(*e*) Those gentlemen in whose favour the largest number of votes for the offices of President and Vice-President are recorded shall be considered elected.

(*f*) In the event of an equality of votes preventing the election of either office-bearer the Chamber Members shall vote afresh in the manner laid down above.

(*g*) The remaining seven Members of the Committee of whom four shall for preference be mercantile members, and three shall for preference be representatives of banking, railway and shipping interests, shall be nominated by the retiring Committee in conjunction with the newly elected President and Vice-President. The names of the gentlemen selected shall be submitted to the Annual General Meeting of the Members of the Chamber for confirmation.

(*h*) If any vacancy shall occur in any year in the office of President or Vice-President during the interval between two Annual General Meetings the Committee may, if the vacancy shall occur within the period of eight weeks prior to the 15th April or to the date on which it has been decided to hold the Annual General Meeting if such date be earlier than the 15th April and they shall if the vacancy shall not occur within the earlier of the abovementioned periods, proceed to the election in the manner laid down in Article 38 of a President or Vice-President, as the case may be, to fill the vacancy and the officer so elected shall hold office until the next ensuing Annual General Meeting.

(i) The new Committee as so elected and nominated and confirmed shall take office on the day succeeding the day on which the Annual General Meeting of the Chamber shall be held and shall continue to act until the close of the day on which the next succeeding Annual General Meeting of the Chamber shall be held.

PRESIDENT.

40. The President shall preside at all meetings of the Committee, at all general meetings and over all deputations. He shall preside at the Annual General Meeting and address the members on such subjects as he may deem proper to bring to their notice, but such address shall not be taken to represent the views of the Chamber or of the Committee unless such representation is expressly indicated. The President shall have an original and in case of equality a casting vote at all meetings.

41. The President shall also at any time when he shall deem proper communicate to the Chamber or to the Committee such matters, and shall make such suggestions as may in his opinion tend to promote the prosperity and welfare and increase the usefulness of the Chamber, and shall perform such other duties as may be incidental to the office of President.

VICE-PRESIDENT.

42. The Vice-President in the absence of the President shall have the powers and perform the duties of the President.

THE COMMITTEE.

43. The Committee shall meet at such times as they may deem advisable and make such regulations as they think proper as to the summoning and holding of meetings of the Committee

and for the transaction of business at such meetings and the record of their proceedings shall be open to the inspection of the Chamber Members subject to such regulations as the Committee may from time to time deem expedient.

44. The Committee shall have power at any time and from time to time to appoint any other qualified persons to be a nominated member of the Committee to fill a casual vacancy and any person so appointed shall retain his office only until the next following Annual General Meeting of the Chamber.

45. The President, or in his absence the Vice-President shall be *ex-officio* Chairman of the Committee. In the absence of both President and Vice-President the Committee shall elect their own Chairman. The Chairman shall have an original and in case of equality a casting vote.

46. Three members of the Committee shall form a *quorum* for the transaction of business.

47. A yearly report of the proceedings of the Committee shall be prepared, printed and circulated for the information of the members of the Chamber at least seven days previous to the Annual General Meeting. Such report shall be submitted to the Annual General Meeting for confirmation, and shall be confirmed or otherwise dealt with or disposed of as the meeting shall determine.

48. The management of the business and funds of the Chamber shall be vested in the Committee who, in addition to the powers by these Articles expressly conferred upon them, may exercise all such powers and do all such acts and things as may be exercised or done by the Chamber and are not hereby or by law expressly directed or required to be exercised or done by the Chamber in General Meeting.

49. Without prejudice to the general powers conferred by Article 48 hereof the Committee shall have power :—

(*a*) To appoint any departmental committees or sub-committees and such departmental committees or sub-committees may be permanent or temporary or for special purposes as the Committee may determine.

(*b*) To delegate, subject to such conditions as they think fit, any of their powers to departmental committees or sub-committees, and to make, vary and repeal bye-laws or rules for the regulation of the proceedings of departmental committees or sub-committees.

(*c*) To make, vary and repeal bye-laws or rules for the regulation of the business of the Chamber, of the officers or servants or of the members of the Chamber, or of any department or section of the Chamber.

(*d*) To pay the costs, charges and expenses preliminary and incidental to the promotion, formation, establishment and registration of the Chamber.

(*e*) From time to time to appoint, and at their pleasure to remove or suspend, such Secretaries, officers, clerks, agents and servants, for permanent, temporary or special services as they may from time to time think fit and to determine their powers and duties and to fix their salaries, wages, commission or emoluments and to require security in such instances and to such amount as they may think fit.

(*f*) To purchase all articles and things which may from time to time be required by the Chamber, and to pay for the same in cash or otherwise as may be deemed expedient

(*g*) To purchase, take on lease, or otherwise acquire any land, building, houses, or other immovable property in the Presidency of Bombay as may be required or deemed expedient for the purposes of the Chamber.

(*h*) To undertake on behalf of the Chamber the payment of all rent and the performance of all covenants, conditions and agreements contained in or reserved by any deed or contract to which the Chamber may be a party, or which may have been assigned to the Chamber, to insure and keep insured, if deemed expedient, all or any of the buildings, articles or other property of the Chamber, to insure against the consequential loss through fire, of the Chamber's revenue and/or standing charges, to execute all deeds, agreements, contracts, receipts and other documents that may be necessary or expedient for the purposes of the Chamber.

To commence, institute, prosecute and defend all such actions and suits as the Committee may deem necessary or expedient on the part of the Chamber and to compromise or submit to arbitration the same actions and suits as the Committee, in their discretion may think fit.

(*j*) To make and give receipts, releases, and other discharges for money payable to the Chamber and for the claims and demands of the Chamber.

k To determine the manner in which bills, notes, receipts, acceptances, endorsements, cheques, releases, contracts and documents shall be signed or executed by or on behalf of the Chamber.

(*l*) To execute in the name and on behalf of the Chamber in favour of any member of the Committee or other person who may incur or be about to incur any personal liability for the benefit of the Chamber such mortgages of the Chamber's property (present and future) as they may think fit and any such mortgage may contain a power of sale and such other powers, covenants, and provisions as shall be agreed upon.

(*m*) To establish and support or aid in the establishment and support of associations, institutions, funds or trusts, calculated to benefit employees or ex-employees of the Chamber or the dependants or connections of such persons and to grant pensions and allowances and to make payments towards insurance and to subscribe, donate or guarantee money for any charitable, patriotic or benevolent purpose or for any exhibition or for any public, general or useful object.

(*n*) To invest and deal with any of the moneys of the Chamber not immediately required for the purposes thereof upon such securities and in such manner as they may think fit and from time to time to vary or realise such investments.

(*o*) From time to time at their discretion to raise or borrow any sum or sums of money for the purposes of the Chamber and to secure the repayment of such moneys in such manner and upon such terms and conditions in all respects as they think fit and in particular by the issue of Debentures or Debenture Stock of the Chamber, charged upon the property and assets of the Chamber (both present and future).

(*p*) To enter into arrangements upon such terms and subject to such conditions as the Committee may deem desirable for working in connection with any Association organized for the protection or better development of any branch of trade, commerce or manufacture in Bombay or with like objects, that may apply to be allowed to work in connection with the Chamber, provided the objects for which such Association is or shall be formed are not inconsistent with the objects of the Chamber as defined in its Memorandum of Association.

(*q*) To make such bye-laws as the Committee may consider expedient for the regulation of the joint working of the business of any Association connected with the Chamber, or for the purpose of defining the terms and conditions of the joint working of the business of such Association or as may from time to time be agreed upon between such Association and the Committee.

SECRETARY.

50. The Secretary shall devote himself entirely to the business and affairs of the Chamber except in cases where he has received the special permission of the Committee. He shall have charge of all correspondence and shall keep an account of the funds of the Chamber and of funds connected with or in any way controlled by the Chamber. He shall keep accurate minutes of all meetings of the Chamber and of the Committee, of the Departmental Committees and Sub-Committees and of all Associations connected with the Chamber. He shall have the care of the rooms, furniture, library, pictures and of all documents belonging to the Chamber. He shall give notice of all meetings of the Chamber, of the Committee, of the Departmental Committees and Sub-Committees of the Chamber and of all Associations

working in connection with the Chamber. He shall duly notify members of their election, collect all dues from members of the Chamber or from any Committee or any Association working in connection with the Chamber. He shall prepare the annual report of the Chamber under the guidance of the Committee and the reports of all Committees and of all Associations connected with the Chamber and generally shall perform all such duties as are incidental to his office.

Assistant Secretary.

51. The Assistant Secretary, in the absence of the Secretary, shall perform all or any of the duties of the Secretary and all such of the duties of the Secretary as may be assigned to him from time to time by the Secretary with the sanction of the Committee.

General Meetings.

52. General Meetings of the Chamber shall be held at least once in every year and not more than fifteen months after the holding of the last preceding General Meeting and at such time and place as may be determined by the Committee. The above-mentioned General Meetings shall be called Annual General Meetings; all other General Meetings shall be called Special General Meetings.

53. The Committee may, whenever they think fit, and they shall upon a requisition made in writing by not less than any ten Chamber Members of the Chamber, forthwith proceed to convene a Special General Meeting.

54. Any requisition made by the Chamber Members shall express the objects of the meeting proposed to be called and shall be left at the Registered Office of the Chamber. It must be signed by the requisitionists and may consist of several documents in like form, each signed by one or more requisitionists

55. Upon the receipt of such requisition, the Committee shall within fourteen days after the receipt thereof proceed to convene a Special General Meeting. If they do not proceed to convene the same within twenty-one days after the receipt of the requisition the requisitionists or a majority of them may themselves convene a Special General Meeting to be held within three months from the date of the deposit of the requisition on such day and at such place as the persons convening the same may determine. In case at any such Special General Meeting a resolution requiring confirmation at another meeting is passed, the Committee shall forthwith convene a further Special General Meeting, and if they do not convene the same within seven days from the date of the passing of such resolution, the requisitionists or a majority of them may themselves in like manner but without a further requisition convene the meeting necessary to confirm the resolution. Any meeting convened under this Article by the requisitionists shall be convened in the same manner as nearly as possible as that in which meetings are to be convened by the Committee.

56. Save as hereinafter mentioned seven clear days' notice to the members specifying the place, day and hour of meeting and in case of special business the general nature of such business shall be given either by advertisement or by notice sent by post or otherwise served as hereinafter provided.

57. Where it is proposed to pass a Special Resolution the two meetings may be convened by one and the same notice and it is to be no objection to such notice that it only convenes the second meeting contingently on the resolution being passed by the requisite majority at the first meeting.

58. The accidental omission to give any such notice to any of the members shall not invalidate any resolution passed at any such meeting.

Proceedings of General Meetings.

59. The business of any Annual General Meeting shall be to receive and consider the income and expenditure account, the balance sheet and the reports of the Committee and of the Auditors to confirm the appointment of nominated members of the Committee, to appoint auditors and to transact any other business which, under these presents ought to be transacted at an Annual General Meeting.

60. All other business transacted at an Annual General Meeting and all business transacted at a Special General Meeting shall be deemed special.

61. No business shall be transacted at any General Meeting unless a *quorum* of members is present at the time when the meeting proceeds to business.

62. Three Chamber Members personally present shall be a *quorum* for a General Meeting for the choice of a Chairman for the Meeting in the absence of the President and Vice-President of the Chamber and of all the nominated members of the Committee, or in default of any such member being willing to act, the consideration of the accounts and the report of the Committee and Auditors and for the adjournment of the meeting. Except for these purposes the *quorum* of a General Meeting shall be nine Chamber Members present personally and entitled to vote.

63. If within fifteen minutes from the time appointed for the meeting a *quorum* is not present, the meeting, if convened upon the requisition of members, shall be dissolved ; in any other case it shall stand adjourned to such day in the next week and at such time and place as the Committee may appoint.

64. At any adjourned meeting the Chamber Members present and entitled to vote, whatever their number, shall form a *quorum* and shall have power to decide upon all matters which

could properly have been disposed of at the meeting from which the adjournment took place if a *quorum* had been present.

65. The President or in his absence the Vice-President shall preside as Chairman at every General Meeting of the Chamber.

66. If there be no such Chairman or if at any meeting he shall not be present within fifteen minutes after the time appointed for holding such meeting or shall decline to take, or shall retire from, the chair, the nominated members of the Committee present shall choose some one of their number to be the Chairman of the meeting and if no such member of the Committee is present or if all such members of the Committee present decline to take the chair, the members shall choose some one of their number to be Chairman.

67. The Chairman may, with the consent of the meeting, adjourn any meeting from time to time and from place to place but no business shall be transacted at any adjourned meeting other than the business left unfinished at the meeting from which the adjournment took place.

68. At every General Meeting all questions shall be determined immediately by a show of hands.

69. A declaration by the Chairman of any General Meeting that a resolution has been carried thereat upon a show of hands shall be conclusive and an entry to that effect in the book of proceedings of the Chamber shall be sufficient evidence of the fact without proof of the number or proportion of the votes recorded in favour of or against such resolution.

70. In the case of an equality of votes upon any question at any meeting the Chairman of the meeting shall be entitled to a casting vote in addition to his own vote as a member.

71. One month's notice at the least specifying the place, the day and hour of the meeting and the nature of the special

business shall be given of any Special General Meeting convened to consider, revise or amend the bye-laws or rules relating to Arbitrations, or to the Measurement Department of the Chamber or to revise or amend the Chamber's Schedule of Commission Charges or the Chamber's Tonnage Schedule for the Port of Bombay.

72. Three months' notice at the least, specifying the place, the day and the hour of the meeting and the nature of the special business shall be given of any Special General Meeting convened to revise, alter or amend the regulations of the Chamber as contained in these Articles of Association.

VOTES OF MEMBERS.

73. Every Chamber Member shall have one vote.

74. Any number of representatives of a firm registered as a Chamber Member in their conventional name or of any joint-stock company or other corporation registered as a Chamber Member in its corporate name may attend any General Meeting but only one of such representatives shall be entitled to vote

MINUTES.

75. The Committee shall cause minutes to be duly entered in books provided for the purpose—

(*a*) Of all appointments of officers;

(*b*) Of the names of the Members of the Committee present at each meeting of the Committee and of any Sub-Committee;

(*c*) Of all orders made by the Committee and any Sub-Committee;

(*d*) Of all resolutions and proceedings of General Meetings and of meetings of the Committee and any Sub-Committee;

and any such minutes of any meeting of the Committee or of any Sub-Committee or of the Chamber if purporting to be signed by the Chairman of such meeting or the Chairman of the next succeeding meeting shall be receivable as *prima facie* evidence of the matters stated in such minutes.

ACCOUNTS.

76. The Committee shall cause proper books of account to be kept of the transactions of the Chamber and of the assets, credits and liabilities thereof, which books of account shall be kept at the Registered Office of the Chamber or at such place or places, and in the charge of such person or persons as the Committee may from time to time direct.

77. The Committee shall from time to time determine whether and to what extent and at what times and places, and under what conditions and regulations the accounts and books of the Chamber or any of them shall be open to the inspection of the members (not being members of the Committee) and no member (not being a member of the Committee) shall have any right of inspecting any account or book or document of the Chamber except as conferred by law or authorised by the Committee or by the Chamber in General Meeting.

78. At the Annual General Meeting in each year the Committee shall lay before the Chamber an income and expenditure account and a balance sheet containing a summary of the property and liabilities of the Chamber made up to a date not more than six months before the meeting from the time when the last preceding account and balance sheet were made up, or in the case of the first account and balance sheet from the incorporation of the Chamber.

79. Every such balance sheet shall be accompanied by a report of the Committee as to the state and condition of the

Chamber and as to the amounts (if any) which they may have resolved to carry to Reserve Fund or any Sinking Fund and to depreciation according to the provisions in that behalf hereinbefore contained and the statement, report and balance sheet shall be signed by at least two members of the Committee and countersigned by the Secretary.

80. A printed copy of such account and balance sheet and report of the Committee and Auditors shall, at least seven days previous to the meeting, be served on every Chamber Member of the Chamber in the manner in which notices are hereinafter directed to be served and a copy shall also be deposited at the Registered Office of the Chamber for the inspection of Chamber Members during a period of at least seven days before the meeting.

AUDIT.

81. Once at least in every year the accounts of the Chamber shall be examined and the correctness of the Income and Expenditure Account and Balance Sheet ascertained by one or more Auditor or Auditors.

82. The Chamber at each Annual General Meeting shall appoint an Auditor or Auditors to hold office until the next Annual General Meeting and the following provisions shall have effect, that is to say :—

(*a*) If an appointment of auditor is not made at an Annual General Meeting, the Government of Bombay may, on the application of any Chamber Member of the Chamber, appoint an Auditor for the current year and fix the remuneration to be paid to him by the Chamber for his services.

(*b*) A member of the Committee or other officer of the Chamber and a partner of such member or office

and any person in the employment of such member or officer shall not be capable of being appointed an Auditor of the Chamber.

(c) A person other than a retiring Auditor shall not be capable of being appointed Auditor at an Annual General Meeting unless notice of intention to nominate such person to the office of Auditor shall have been given by a Chamber Member to the Secretary not less than fourteen days before the meeting and the Secretary shall send a copy of any such notice thereof to the Chamber Members either by advertisement or in any other manner allowed by the Articles not less than seven days before the meeting.

Provided that, if after notice of the intention to nominate an Auditor has been so given, an Annual General Meeting is called for a date fourteen days or less after the notice has been given, the notice though not given within the time required by this provision shall be deemed to have been properly given for the purpose thereof, and the notice to be sent or given by the Chamber may, instead of being sent or given within the time required by this provision, be sent or given at the same time as the notice of the Annual General Meeting.

(d) The first auditors of the Chamber may be appointed by the Committee, and if so appointed shall hold office until the first Annual General Meeting unless previously removed by a resolution of the Chamber Members in General Meeting in which case the Chamber Members at that meeting may appoint Auditors

(*e*) The Committee may fill any casual vacancy in the office of Auditor but while any such vacancy continues the surviving or continuing Auditor or Auditors (if any) may act.

83. The remuneration of the Auditors shall be fixed by the Chamber in General Meeting except that the remuneration of any Auditor appointed to fill any casual vacancy may be fixed by the Committee.

84. Every Auditor of the Chamber shall have a right of access at all times to the books and accounts and vouchers of the Chamber and shall be entitled to require from the Committee and Officers of the Chamber such information and explanations as may be necessary for the performance of the duties of the Auditors.

85. The Auditors shall make a report to the members on the accounts examined by them, and on every balance sheet laid before the Chamber in General Meeting during their tenure of office and in every such report shall state—

(*a*) Whether or not they have obtained all the information and explanation they have required, and

(*b*) Whether, in their opinion, the balance sheet referred to in the report is properly drawn up so as to exhibit a true and correct view of the state of the Chamber's affairs according to the best of their information and the explanations given to them and as shown by the books of the Chamber.

86. The balance sheet shall be signed on behalf of the Committee by two of the Members of the Committee and the report

of the Auditors shall be attached to the balance sheet or there shall be inserted at the foot of the balance sheet a reference to the report and the report shall be read before the Chamber in General Meeting.

87. Every account of the Committee, when audited and approved by a General Meeting, shall be conclusive except as regards any error discovered therein within three months next after the approval thereof. Wherever any such error is discovered within that period the account shall forthwith be corrected and thenceforth shall be conclusive.

NOTICES.

88. A notice may be served upon any member personally or by sending it through the post in a prepaid letter addressed to such member at such member's registered address.

89. Any notice sent by post shall be deemed to have been served at the time when the letter containing the same would be delivered in the ordinary course of the post.

SEAL.

90. The Committee shall forthwith provide a common seal for the purposes of the Chamber and shall have power from time to time to destroy the same and substitute a new seal in lieu thereof and shall provide for the safe custody of the seal for the time being and it shall not be used except by the authority of the Committee and in the presence of the President or Vice-President of the Chamber.

91. Deed bonds and other contracts under seal made on behalf of the Chamber sealed with the common seal of the Chamber and signed by the President or Vice-President and countersigned by the Secretary or the person acting as Secretary shall be deemed to be duly executed.

Names, Addresses and Descriptions of Subscribers.	Name, Address and Description of Witness.
L. S. HUDSON, Ballard Road, Bombay, Merchant. V. A. GRANTHAM, Forbes Building, Home Street, Bombay, Merchant. H. F. E. FREELAND, Agent's Office, Bombay, Baroda and Central India Railway, Bombay. T. E. CUNNINGHAM, 16, Bank Street, Bombay, Merchant. C. H. GOODALL, 9, Wallace Street, Bombay, Merchant. A. K. GRAHAM, Graham's Building, Parsee Bazar Street, Bombay, Merchant. J. MULLER, 1, Rampart Row, Bombay, Merchant. G. C. RICHARDSON, Parel Road, Byculla, Bombay, Merchant. W. P. G. TAGGART, Esplanade Road, Bombay, Banker.	Witness to these signatures— C. B. SAYER, Secretary, Bombay Chamber of Commerce, Bombay.

* Dated this 21st day of May, 1924.

By-Laws for the election of Members of the Chamber as Trustees of the Port of Bombay*.

(Adopted at a Special General Meeting of the Chamber held on the 24th September 1924).

1. Chamber members only shall be eligible for election as Trustees of the Port of Bombay.

2. The Committee of the Chamber shall as and when necessary invite applications from Chamber members for election as Trustees of the Port of Bombay, and shall fix the date on which the ballot shall be opened.

3. Any Chamber member desirous of becoming a candidate for election as a Trustee of the Port of Bombay shall signify in writing such his desire to the Secretary seven clear days before the date fixed for the opening of the ballot.

4. If the number of candidates for election shall be the same as the number of vacancies, the candidates shall be deemed to be elected.

5. If the number of candidates for election shall exceed the number of vacancies, the Secretary shall send the names of the candidates to each Chamber member three clear days before the date fixed for the opening of the ballot.

6. The ballot shall remain open for three consecutive days (exclusive of Sunday and Bank Holidays) from 10-30 a.m. to 4 p.m. on each day.

7. The voting shall be by papers signed by the Chamber members and deposited in a box provided by the Committee for the purpose. No vote by proxy shall be allowed.

*These by-laws also apply to the election of the Chamber's representatives on the Bombay Improvements Committee, the Bombay Municipal Corporation, and the Bombay Development Board Advisory Committee.

8. No vote shall be received for any candidate whose name has not been circulated by the Secretary under Rule 5 hereof.

9. No vote shall be received from any person who is not a Chamber member.

10. After 4 p.m. on the day fixed for the closing of the ballot the ballot box shall be opened by a Scrutineer (previously appointed by the Committee) and the Secretary who shall jointly declare in writing the result of the voting.

11. The candidate, or where there is more than one Trustee to be elected, the candidates, not exceeding the number of Trustees to be elected, who has or have the largest number of votes shall be declared duly elected.

12. In the event of an equality of votes preventing the due election of any of the candidates, the Chamber members shall vote afresh in the manner above laid down in respect of the candidates having the equal number of votes.

13. In the event of a casual vacancy or the temporary absence of a Trustee the same course shall be followed in the appointment of a substitute.

By-Laws of the Bombay Chamber of Commerce to regulate the Arbitrations of Commercial Disputes by the Chamber.

(Adopted at a Special General Meeting of the Chamber held on the 20th March 1929).

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1. In these By-Laws and in the Schedule annexed hereto—

(1) "The Chamber" means the Chamber of Commerce, Bombay.

(2) "The Committee" means the Committee for the time being of the Chamber.

(3) "The Secretary" means the Secretary for the time being of the Chamber.

2. The Committee shall, as and when necessary, make a list of such members, assistants to members, and other persons as shall, in the opinion of the Committee, be qualified and as shall have signified their willingness to act as arbitrators and/or umpires, and may add to or withdraw names from such list at their discretion.

3. When two members of the Chamber, or when one member and a party who is not a member, or when two parties who are not members have agreed to refer disputes to arbitration under the rules of the Chamber, the Committee will upon receipt of (1) the contract or true copy thereof under which the submission is made and (2) a requisition on the form which may from time to time be prescribed by the Committee, forthwith appoint through the Secretary, two arbitrators to act accordingly.

4. The appointment of the arbitrators shall be recorded on a form prescribed by the Committee and notice that the appointment has been made shall be given to both parties by the Secretary. Such notice shall not include the names of the arbitrators who have been appointed.

5. Prior to accepting appointment, arbitrators shall not be given any details of the names of the parties but only the nature of the goods concerned in the dispute, in which they are invited to act as arbitrators.

6. If the arbitrators fail to make their award within the prescribed time or fail to agree upon their award, or if the arbitrators make an award upon part only of the subject-matter of the reference, then and in any of the said cases the Committee shall appoint an umpire to enter on the reference in lieu of the arbitrators. The appointment of an umpire shall be recorded on a form prescribed by the Committee, and notice that the appointment has been made shall be given by the Secretary to the parties to the dispute, and to the arbitrators. These notices shall not include the name of the umpire.

7. If an arbitrator or umpire decline or fail to act or if he die or become incapable of acting, the Committee may substitute and appoint a new arbitrator or umpire in accordance with the provisions of the Indian Arbitration Act.

8. Where the requisition for the appointment of arbitrators is signed by one party only under a contract which includes a clause referring disputes to arbitration under the rules of the Chamber, the Secretary shall give notice of the receipt of such requisition to the other party and if such other party shall fail for seven clear days after the receipt of such notice to sign a requisition for the appointment of arbitrators the Committee will forthwith appoint, through the Secretary, one arbitrator to act as sole arbitrator in the reference and his award shall be binding on both parties as if he had been appointed by consent. During the said period of seven days the party in default shall be at liberty to submit particulars in writing of his contentions in regard to the dispute. The Committee may, at their discretion, enlarge the time for the appointment of a sole arbitrator or for submission of particulars.

9. Arbitrations under these rules shall be held in the rooms of the Chamber or at such other place as the arbitrators may decide and shall be conducted in accordance with the statutory provisions for the time being in force relating to arbitrations.

10. Only such oral evidence, if any, as the arbitrators may consider necessary will be taken.

11. All awards made by the arbitrators or an umpire appointed by the Chamber shall be as nearly as circumstances admit in forms prescribed by the Committee.

12. Upon receipt of an award of arbitrators or of an umpire the Secretary shall countersign it in token of the Chamber's authentification thereof. He shall forthwith give notice to both parties of the making and signing of the award and shall supply to each party a copy of the award but the names or name of the arbitrators or umpire shall not be disclosed on such copy and such non-disclosure shall not affect the validity of the award.

13. If either party to the submission request that the award be filed in Court, and if the said party pay the costs and charges of so filing the award the Secretary shall forthwith cause the award or a signed copy thereof to be so filed. The Secretary shall simultaneously give notice to the parties of the filing of the award.

14. The fees payable to the Chamber in respect of any arbitration held under the foregoing By-laws shall be in accordance with the scale laid down in the Schedule hereto.

15. The Arbitrators or umpire, as the case may be, shall direct in their award by whom the fees or any part thereof payable in respect of any arbitration held under these By-laws shall be paid.

16. Neither of the parties shall bring or prosecute any suit or proceeding whatever against the arbitrators or umpire or any of them for or in respect of the matters in dispute or any of them

or of the arbitration nor any such suit or proceeding (save the enforcement of the award) against the other party.

17. The following Rules 18 to 27, having been inserted by agreement with the Native Piecegoods Merchants' Association, apply exclusively to disputes relating to the quality or outturn of Piecegoods where one of the parties to the dispute is a member of the Association. Rules 1 to 16 also apply to such disputes when they are not inconsistent with Rules 18 to 27.

18. In disputes relating to the quality or outturn of piecegoods the reference shall be considered as a reference to survey and arbitrators appointed shall be known and act as surveyors.

19. In disputes relating to the quality or outturn of piecegoods each reference to survey shall be dealt with alternately in methods (*a*) and (*b*) specified below.

(*a*) The Committee shall through the Secretary appoint two surveyors one from the list provided for in Rule 2 and the other from the list furnished to the Committee by the Bombay Native Piecegoods Merchants' Association ;

or

(*b*) The Committee shall through the Secretary request the Bombay Native Piecegoods Merchants' Association to select two names, one from the list provided for in Rule 2 and one from a list furnished to the Committee by the Bombay Native Piecegoods Merchants' Association with an alternative name from each list, and on such selection the Committee shall appoint two of the persons so named, one from each list, the alternative being appointed only when the first named person is not available.

20. Every second umpire in such disputes shall ordinarily be selected from the list of umpires furnished by the Bombay

Native Piecegoods Merchants' Association and the Chamber undertakes to act fairly in this appointment as between the Chamber and the Native Piecegoods Merchants' Association.

(*a*) In cases where it is considered that special expert knowledge is required the Chamber has the right to appoint an umpire who may not necessarily be on the official list of umpires.

21. The list provided for in Rule 2 in so far as disputes concerning the quality and outturn of piecegoods are concerned shall not exceed thirty names as surveyors and the list furnished by the Bombay Native Piecegoods Merchants' Association similarly shall not exceed thirty names as surveyors and each list shall provide not less than six nor more than twelve as umpires.

22. In cases where both surveyors agree as to the buyer's right to more or less compensation as regards the complaint made but the only point of disagreement is the amount of the compensation the umpire shall award the amount of compensation payable, such amount to be within the limits awarded by the surveyors, if the surveyors make differing awards as to compensation, otherwise within the discretion of the umpire.

23. It is to be understood that in the event of its being proved to the satisfaction of the surveyors that the importing house had previously offered an allowance in settlement of the dealer's claim equal to, or more than, the allowance awarded by the surveyors, then the whole cost of the survey shall fall on the dealer. On the other hand, if it be proved to the satisfaction of surveyors that the dealer had offered to accept an allowance equal to, or less than, the allowance awarded by the surveyors, then the whole cost of the survey shall fall on the importing house.

24. The parties to any dispute shall state at the time of making their submission if they wish to give oral evidence, but only such oral evidence shall be allowed by the surveyors as is relevant to the subject-matter of the survey.

25. The Bombay Native Piecegoods Merchants' Association shall be provided periodically with copies of awards and with a list of surveyors and umpires appointed in disputes relating to piecegoods.

26. In all cases the decision of an umpire shall be final.

27. Six months' notice in writing shall be given by either party before the agreement between the Bombay Native Piecegoods Merchants' Association and the Chamber, under which these rules are accepted, can be terminated.

SCHEDULE.

Scale of Fees.

1. The following fees, to be remitted to the Secretary of the Chamber at the same time as the application for the appointment of arbitrators and umpires is made, will be charged :—

(*a*) A fee of Rs. 25 for each arbitrator and umpire (*i.e.*, Rs. 75). The Committee of the Chamber reserves the right to charge in special cases, involving much time and trouble, a special fee for the arbitrators or umpire, to be fixed by the Committee.

(*b*) When one or both parties to the dispute are members of the Chamber or members of the Bombay Native Piecegoods Merchants' Association, an additional fee of Rs. 10 will be charged for the Chamber's services.

(*c*) When neither party to the dispute is a member of the Chamber nor a member of the Bombay Native Piecegoods Merchants' Association an additional fee of Rs. 30 will be charged for the Chamber's services.

(*d*) In addition to the fees stated above a further sum of Rs. 20 shall be paid to cover the cost of the stamp

duty, if any, payable on the award. Should the cost of the stamp amount to less than Rs. 20 the difference will be refunded.

(*e*) In the event of the arbitration not being proceeded with, the fees deposited will, with the exception of the Chamber's fee, be refunded.

(*f*) In the event of an umpire not being appointed the sum of Rs. 25 will be refunded.

2. In all cases where the arbitrators or umpire appointed by the Chamber decide that the dispute is not capable of being adjudicated in the rooms of the Chamber each arbitrator or umpire shall be entitled to an extra fee of Rs. 10 to cover his expenses.

Rules regarding Committees of Arbitration.

(Adopted at a Special General Meeting of the Chamber held on the 24th September 1924.)

Seeing it to be desirable that questions affecting the prevailing customs of trade in Bombay should be settled in such a way that the decisions arrived at may be properly recorded, and stand hereafter as precedents to regulate the settlement of similar disputes, it was decided by the Chamber, at a General Meeting held on 3rd August 1880, to try and institute such a system as it might be hoped would attain this object. References to the Chamber shall be open to all persons; and if any question affecting, or subject to, the custom of trade of Bombay be submitted with the mutual consent of those interested, to the Committee of the Chamber, the latter will take it into consideration and, if they consider it desirable, will appoint a Special Sub-Committee of Arbitration for its settlement under the following regulations:—

1.—A Sub-Committee shall consist of three members of whom at least one should belong to the General Committee of the Chamber.

2.—A record book shall be kept in which all details shall be entered both as to the questions in dispute, the decisions of the Committee, &c., &c. This book shall be open to all members of the Chamber.

3.—The Sub-Committee may refer to the General Committee for instructions on any point of difficulty.

4.—With the concurrence of those interested, the Sub-Committee may take Counsel's opinion or the evidence of experts, at the expense of the disputants.

5.—The Sub-Committee may decline to express an opinion on the plea that points of law are involved in the case.

6.—A unanimous opinion expressed by the Sub-Committee shall be at once communicated to the parties interested by the General Committee.

7.—Any member of the Sub-Committee dissenting from the conclusion arrived at by the other two may communicate his reasons for dissenting when the Report is handed into the General Committee.

8.—An opinion given by the Sub-Committee from which dissent is expressed by any of the members shall be reconsidered by the General Committee.

9.—If, out of the General Committee, not less than three members consider that the expression of dissent is justified, the Sub-Committee may be asked to reconsider the case.

10.—If, on reconsideration, the opinion of the Sub-Committee remains unchanged, the decision shall be communicated to the parties interested by the General Committee.

11.—It shall be open to the General Committee to record, in such way as they may consider best, any cases which may be useful as precedents in establishing the custom of the Port.

12.—A minimum fee of Rs. 30 shall be payable to the Secretary of the Chamber by each of the parties to the Arbitration on filing their case, and shall be distributed as follows—Not less than Rs. 15 to the General Funds of the Chamber, and the remainder equally among the arbitrators.

13.—In a case involving a larger fee than Rs. 30 from each party the same shall be fixed by the General Committee who shall also decide as to the distribution. Any extra expense incurred shall be borne by the disputants.

Rules and Regulations of the Provident Fund.

(Adopted at a Meeting of the Committee of the Chamber held on the 15th July 1925 under Article 49 (m) of the Articles of Association of the Chamber.)

1. The Fund shall be called "THE BOMBAY CHAMBER OF COMMERCE PROVIDENT FUND."

2. In these rules unless there is something repugnant in the subject or context:—

"Chamber" means the Bombay Chamber of Commerce.

"Committee" means the Committee for the time being of the Bombay Chamber of Commerce.

"Salary" or "Pay" means only the fixed monthly salary received by each employee from the Chamber and does not include any acting, officiating or personal allowance, bonus, commission or other remuneration or profit whatever uncertain in amount or derived by any employee by any means outside his fixed ascertained salary.

"Member" means any person in the service of the Chamber who is also a subscriber to the Fund.

3. The object of the Fund shall be to provide every member with a sum of money the amount of which will be ascertainable according to these rules on the termination of his service with the Chamber.

4. The Fund shall be managed by the Committee of the Chamber for the time being whose decision shall be final and binding upon all members.

5. All the necessary expenses of management and all other costs, charges and expenses to which the Committee or the Chamber shall be put in connection with the Fund for any reason whatever shall be borne by and be a charge on the Fund.

6. These rules shall come into operation on the 1st eptember 1925.

7. Every employee in the service of the Chamber on the 1st September 1925 who shall have been a member prior to that date shall continue to be a member under these Rules, and shall be bound thereby.

8. Every employee who shall enter the service of the Chamber on or after the 1st September 1925 on a monthly salary of Rs. 50 or upwards shall forthwith become a member and shall sign an agreement in the form annexed to these rules.

9. Every member shall contribute 8⅓ per cent. of his salary to the Fund.

10. The contribution of each member shall be deducted from his pay on the last day of each month.

11. The Chamber will on the 30th June and 31st December in each year contribute and pay to the Fund a sum which shall be equal to the aggregate contributions of all the members during the half year preceding each of such days, respectively.

12. The Committee shall in any manner they may think most convenient from time to time deduct from any sum payable by them to any employee whether by way of salary or otherwise such sum as may be required to pay any contribution due from him to the Fund and shall from time to time deal with the sum so deducted in the manner prescribed in Rule 14.

13. The contribution of any employee absent on leave or furlough shall, during the period of such absence, be assessed on the salary allowed to him during such absence, but any employee shall be at liberty, subject to the consent of the Committee, to contribute on the full amount of his salary if he should so desire, provided notice in writing of such desire shall have been given by

him to the Committee prior to the due date for payment of salary next after such employee shall have obtained leave or furlough.

14. The Committee shall from time to time pay into the Imperial Bank of India or such other bank as the Committee may select to the credit of an account to be opened in the name of the Bombay Chamber of Commerce Provident Fund all moneys received by them. All moneys to the credit of such account shall be dealt with only in accordance with these rules and such account shall be operated on only by cheques bearing the signatures of the two members of the Committee nominated by the Committee from time to time for the purpose.

15. A separate account shall be kept with respect to each member showing not only the amount of his own personal contributions with interest thereon as it accrues due but also his share of the contributions of the Chamber with interest thereon.

16. The moneys of the Fund not immediately required for the purpose of the Fund shall be invested in the name of the Imperial Bank of India in any investments for the time being authorized by the law for the investments of Trust Fund. The Committee shall have power at their discretion to require the said Bank to vary or transpose such investments into or for others, of any nature hereinbefore authorized.

17. The account of each member will be made up on 31st December in each year, and interest at such rate as shall from time to time be fixed by the Committee will be allowed on the amount standing to the credit of each member during such year. The Chamber will contribute the difference (if any) between the net amount of interest realized for the Fund in each year from the investments representing the moneys of the Fund and the amount of interest allowed by the Committee for that year on the aggregate amount standing to the credit of all the members.

18. A statement of account of each member shall be made up to the 31st December of each year and each member shall be required to certify in writing upon such account that the amount therein shown as standing to his credit is correct.

19. For the purpose of sick leave, medical assistance or such other special emergency as in the opinion of the Committee may constitute an adequate reason, the Committee shall have power to make an advance to any Member not exceeding one half of his own contributions standing for the time being to his credit with the Fund. Any such advance shall be made for such period and shall bear interest at such rate, and shall be recoverable by such instalments and in such manner as the Committee shall in each particular case determine. The amount of his own contributions standing for the time being to the credit of the borrowing member shall be the primary security for the repayment of the money advanced with interest and until it shall become necessary to resort to that security for the repayment of the money advanced with interest, the borrowing member shall be entitled to interest under Rule 17 on the full amount standing to his credit. The interest payable by a member on any such advance shall be considered as interest realized for the Fund in the year in which it shall be paid, and shall be dealt with accordingly.

20. No member shall be entitled to claim payment of any money out of the Fund except as is by these rules expressly provided.

21. No member shall be entitled to receive any share of the contributions of the Chamber to the Fund until he shall have served the Chamber for a period of 15 years.

22. If any member shall cease to serve the Chamber before completion of a service of 15 years with the Chamber from any cause or for any reason except dismissal for misconduct, he shall be entitled to receive the amount of his own contributions only and the interest thereon.

23. If a member shall be compelled to retire from the service of the Chamber before completing a service of 15 years owing to any cause beyond his control and shall satisfy the Committee by evidence which they shall deem to be satisfactory

that such was the case, the Committee may waive the forfeiture of such member of his share in the contributions of the Chamber to the Fund.

24. Dismissal of a member from the service of the Chamber for misconduct shall entail absolute forfeiture of such member of all claims on the Fund.

25. The Committee shall have power in any case in which the misconduct of a member who shall have been dismissed for misconduct shall not have been criminal to allow the members so dismissed to receive the amount of his own contributions only to the fund or any part thereof and with or without interest as the Committee may decide.

26. In the event of retirement of a member after completion of 15 years' service with the Chamber he shall be entitled to receive the full amount standing at his credit including his share of the contributions of the Chamber.

27. Each member may nominate any one person who shall have attained his or her majority to whom the amount standing at the credit of such member shall be payable in the event of his death while in the service of the Chamber or before his claim on the Fund shall have been discharged and may from time to time change such nomination.

28. On the death of a member who shall have made a nomination in accordance with Rule 27 the full amount standing to his credit including his share of the contributions of the Chamber shall be paid without deduction to his nominee irrespective of the period for which the member may have served, and such payment shall be a good discharge to the Committee and to the Chamber against all claims whatsoever in respect of the said Fund by any one whomsoever claiming through the said deceased member.

29. On the death of a member who shall not have made a nomination in accordance with Rule 27 who shall be living at the time of the decease of such member the full amount standing at his credit including his share of the contributions of the Chamber shall be paid without deduction to his heirs, executors or administrators irrespective of the period for which the member may have served, and such payment shall be a good discharge to the Committee and the Chamber against all claims whatsoever in respect of the said Fund by any one whomsoever claiming through the said deceased member.

30. All amounts forfeited or withheld under these Rules and all balances which may remain unclaimed after a period of five years shall be transferred to a Reserve Fund to be utilized primarily to meet the depreciation (if any) in the investments for the time being representing moneys of the Fund, and secondly for the benefit of members, or retired members or dependant of deceased members, or of any such persons collectively in such manner under such circumstances and to such extent as the Committee may at their discretion deem fit.

31. Payment shall be made within three months from the date of retirement or death of the member and shall include interest up to the date on which payment is made and if payment is not claimed before the expiration of the three months no interest shall accrue beyond that period.

32. Any loss to the Fund from any cause whatever shall be borne by the Fund, and neither any member or any other person shall have any claim upon the Chamber or the Committee in respect thereof.

33. The accounts of the Fund shall be made up and audited yearly.

34. The Committee shall have the power to close the Fund at any time if considered advisable or necessary, in which event the moneys in the Fund will be distributed among the members in accordance with their accounts.

35. In all cases wherein a certificate shall be required of the amount of the balance standing in the books of the Fund to the credit of a deceased member for the purpose of obtaining free of stamp duty a grant of probate or letters of administration for any other purpose such certificate shall be in the following form :—

No.....

BOMBAY CHAMBER OF COMMERCE.

PROVIDENT FUND.

It is hereby certified that the balance standing in the books of the Provident Fund of the Bombay Chamber of Commerce to the credit of.....

.....of.....numbered as above on the .....

day of.....

was Rupees.....Dated this.....day of

.....19 .....

Entered .....

Examined .....

Two Members of the Committee .....

36. No member shall be entitled to draw money from the Fund in respect either of principal or interest or to transfer or assign whether by way of security or otherwise howsoever his interest or any part thereof in the Fund and no such transfer or assignment shall be valid and the Committee shall not recognise or be bound by notice to them or any of them of any such transfer or assignment and all moneys standing in the books of the Fund to the credit of any member so transferring or

assigning his interest as aforesaid shall forthwith be forfeited as from the date of such transfer or assignment to the use of the Fund and be dealt with accordingly, and, further, if any prohibitory order or attachment or process of a Civil Court be served upon the Committee or any of them or any person on their behalf by which any moneys standing to the credit of any member in the books of the Fund shall be attached or be ordered to be paid into a Civil Court or be ordered to be withheld from such member, such moneys shall forthwith be forfeited to the use of the Fund and be dealt with accordingly. Provided that the Committee shall be at liberty in their uncontrolled discretion at any time thereafter to give such moneys or any part thereof for the benefit of such member or his wife, children or relations.

37. If any member shall transfer or assign his interest in the Fund as aforesaid, or if such interest shall be attached or otherwise dealt with or affected as indicated by Rule 36, the Chamber may forthwith cease all contributions to the Fund in respect of such member, and all moneys standing to the credit of such member represented by or referable to contributions by the Chamber and the interest thereon shall forthwith be transferred from the credit of such member to the credit of a suspense account, and if for a period of one year from the date of such transfer the Committee shall not have transferred the said moneys and interest, or any part thereof, to the credit of such member, the said moneys and interest or so much thereof as shall not have been re-transferred shall upon the expiration of the said period of one year, be deemed to be moneys which have lapsed or become forfeited and shall be dealt with in accordance with Rule 30.

38. The Committee shall have the power after one month's notice to members to make any alterations, amendments or additions which they may consider necessary in or to these Rules.

FORM OF AGREEMENT (RULE 8)

I hereby declare that I have read the foregoing Rules of the Provident Fund of the Bombay Chamber of Commerce and that I agree to be bound by them.

Dated the.....day of.....19

Name in full.....

Date of Birth .....

Nature of Appointment .....

Date of joining Service .....

Salary per mensem, Rupees .....

Signature .....

Witness .....

Witness .....

Rules and Regulations for the Measurement for Tonnage of cotton and other goods in bales or packages under the orders of the Bombay Chamber of Commerce.

(Adopted at a Special General Meeting of the Chamber, held on the 24th September 1924.)

I. Whereas it is expedient to collate and amend the Rules and Regulations for the measurement of goods.

II. All such Rules and Regulations hitherto in force are hereby rescinded and the following are substituted therefor with effect from the 1st April 1901.

III. In the following Rules and Regulations and in any Orders that may from time to time be issued by the General Committee of the Chamber of Commerce under Rule XVII—

(*a*) Measurer shall mean a measurer appointed by the Committee of the Chamber of Commerce for the purposes of these rules.

(*b*) Measurement shall mean measurement by such measurer.

(*c*) Shipper shall mean the person shipping the goods of his representative.

(*d*) Quay shall mean a place in the Docks or at one of the Bunders recognized for the regular shipment of goods.

(*e*) Vessel shall mean a vessel propelled by sail or steam and not being used for the conveyance of goods from the Quay to another vessel in the Port of Bombay.

(*f*) Boat shall mean a vessel, lighter or craft used for the conveyance of goods from the Quay to a vessel in the Port of Bombay.

(*g*) Package shall mean a bale, case, barrel, cask, bag or other receptacle subject to measurement.

(*h*) Consignment shall mean the whole quantity of one commodity subject to measurement to be shipped by one shipper in one vessel.

(*i*) Lot shall mean a package or number of packages forming part of a consignment and presented by one shipper at one time for measurement.

IV. Public Measurers shall be appointed under the authority of the Chamber of Commerce and stationed at the different quays to measure packages.

V. Fees, the amount of which shall from time to time be fixed under the Orders of the General Committee of the Chamber of Commerce, shall be levied in accordance with such Orders on all goods presented for measurement.

VI. No measurement shall be held good except such as are taken by a Measurer and with instruments bearing the stamp of the Chamber of Commerce.

VII. Such instruments shall be supplied and issued to the Measurers by the Chamber of Commerce.

VIII. All instruments shall be submitted to the Secretary of the Chamber of Commerce at intervals to be prescribed by the Committee and a register of such inspections shall be kept.

IX. Measurers shall be responsible for the good order of their instruments and for the prompt return to the Secretary of the Chamber of such as are defective or doubtful.

X. The Chamber's stamp borne by instruments that are found by the Secretary to be defective shall be by him defaced.

XI. Instruments on which the Chamber's stamp has been defaced may be re-stamped under the directions of the Secretary when they are in good order.

XII. Certificates of measurements shall be issued to shippers and/or to Ship Agents in such form and in such manner as the Committee for the time being shall from time to time provide.

XIII. Provided always that the Measurer may withhold or recall such certificate on his having reasonable cause to believe that an irregularity in the matter of shipment has been or is being committed in respect of the goods to which such certificate relates.

XIV. The goods measured shall be alongside the vessel within thirty-six hours after measurement, weather permitting, or the certificate shall be void and the packages shall be re-measured on board, written notice being given by the owner, agent or master of the ship to the Shipper and to the Measurer respectively.

XV. Shippers shall as far as possible see that their goods are so arranged for measurement as not to retard the work of the Measurers.

XVI. The salaries of the Measurers and all other expense connected with this system of measurement shall be paid by the Chamber of Commerce from the Fee Fund raised under these Rules.

XVII. The Committee of the Chamber of Commerce are hereby authorized to appoint and maintain such staff of Measurers and Assistants, to fix and to pay such salaries to that staff, to fix and to collect such fees, to issue and from time to time to modify such orders, and to do all other such acts and things as may in their opinion be necessary for the proper and economical working of the system in conformity with the general principles herein laid down.

Orders for the Conduct of Measurement of Goods for Tonnage by Public Measurers in the Port of Bombay.

(Issued by the Committee of the Bombay Chamber of Commerce in pursuance of Section XVII of the Rules and Regulations adopted at a Special General Meeting of the Chamber held on the 24th September 1924.)

(1) All Orders hitherto in force for the governance of Measurers are hereby rescinded and the following are instituted with effect from the 1st April 1901.

(2) The Measurers shall be in attendance on the Quays to which they are appointed whenever there are goods to be measured. During the busy season Measurers are expected to be on duty early and late.

(3) All Measurement Fees shall be paid to the Measurement Fee Clerk, and no goods shall be measured without the production of the Custom House Pass bearing the endorsement of the said clerk to the effect that the fees have been paid.

(4) The certificates of measurement issued in conformity with Rule XII shall show—

(*a*) the date, hour and place of measurement;

(*b*) the name of the shipper;

(*c*) the name of the vessel;

(*d*) the port of destination;

(*e*) the number and description of packages;

(*f*) the marks;

(*g*) the measurement;

and in the case of goods shipped by boats—

(*h*) the registered number of the boat;

(*i*) the name of the tindal.

The certificates of measurement shall be issued by the Measurers and shall in every case be signed by the Measurer who measured the goods. One copy only of each certificate shall be issued, and such single copy shall be handed to the shipper.

(5) The whole of the packages forming a consignment of not more than thirty-two packages must be deposited on the Quay before measurement is taken.

(6) Consignments of more than thirty-two packages may be presented for measurement in lots of not less than thirty-two packages provided always that each lot, as soon as it is measured, is loaded into boats or shipped and that no unmeasured lot is mixed with a measured lot. Provided also that a final lot of less than thirty-two packages, being the complement of a consignment of more than thirty-two packages, may be measured separately.

(7) Shippers failing to have each lot as soon as measured loaded into boats or shipped; or shippers mixing unmeasured goods with measured goods or permitting them to be mixed; or shippers retarding the work of the Department by failing to move with reasonable promptitude the bales required by the Measurer to be moved for the proper performance of his duties; or shippers attempting to elude these regulations, any such persons or their representatives may be required by the Measurer to deposit on the Quay the whole complement of their consignment before measurement is taken. In all cases when such requisition is made, the Measurer making it shall briefly report in writing to the Secretary the name of the shipper against whom the goods in respect of which, and the reason for which, it has been made.

(8) A Measurer withholding or recalling a certificate under Section XIII of the Rules and Regulations adopted on the 6th March 1901 shall likewise briefly report to the Secretary in writing.

(9) No goods shall be measured otherwise than on a Quay excepting under the special conditions contemplated under Rule XIV and Order 22.

(10) Each and every package in a lot of packages not of uniform dimensions shall be measured individually. This Rule shall not apply to lots of pressed bales from various presses if the shipper arrange such diverse bales according to their respective dimensions separately on the Quay.

(11) In regard to packages of uniform dimensions the Measurer shall use his judgment as to the proportion of such goods he should measure; but such proportion shall in no case be less than five per centum of each lot. Care must be taken by the Measurers that they are not induced to measure packages that do not fairly represent the average.

(12) In no case shall a shipper's man or men be allowed to put the callipers on a package. A peon of the Chamber holding the callipers may, when standing exactly in front, pull them tight with his hands but not when standing on one side, nor shall he ever be allowed to pull the callipers towards his chest or side or to put his shoulder to them.

(13) In measurement for length, care must be taken that the legs of the callipers touch the ground and that bales when being measured lie in the same position as when in the press. Measurement of bales for depth and breadth shall be taken on the ends half the number of bales being measured on the marked end and half on the other end.

(14) Measurers when measuring pressed bales shall ascertain whether all are from one press or not, and under orders (10) and (11) of these orders shall further ascertain how many bales there are from each press and shall give measurement accordingly and show on the certificate the number of bales to which each measurement relates.

(15) In cases where the shipper shall hand to the measurer a letter from the owner, agent or master of the vessel authorising the Measurer to accept for measurement and calculation of average such packages as the said shipper may reserve for such measurement, the Measurer shall measure the packages so reserved and give a certificate on the basis of their measurement, provided that such packages represent not less than five per centum of the entire consignment.

(16) The scale of measurement fees leviable under Rules V and XVII shall be as follows :—

(*a*)	On Cotton, Wool, Hemp, Aloe Fibre, Twist (white and coloured), Rags, and waste in pressed bales	pies 6 per bale.
(*b*)	On Round Timber or Logs, each ..	annas 8.
(*c*)	On Gunny bales from Calcutta, Hides and Skins, Piece-goods, and all goods not included under (*a*) & (*b*) packages of divers dimensions	annas 2 per package.
	Subject to a rebate of anna one per package on the Measurers certifying that the lot measured consisted of not less than 100 packages all of uniform dimensions.	
(*d*)	On goods of any description measured on board a vessel	annas 2 per package.
(*e*)	When the work of the Department admits of such an arrangement, the exclusive services of a Measurer for a day may be secured on payment to the Secretary of a fee of Rs. 10.	
(*f*)	The attendance of a Measurer on a Sunday or one of the Charter-Party Holidays when the Docks are closed	

may be secured on application to the Secretary, accompanied by the sum of Rs. 15 which shall be paid by him to the Measurer appointed by him to attend. The fee of Rs. 15 shall cover the services of one Measurer for one ship. If two Measurers are applied for two fees of Rs. 15 must be paid at time of application. If a Measurer is required to work on more than one steamer a separate fee of Rs. 15 must be paid in respect of each steamer.

(*g*) The attendance of a Measurer for night duty may be secured in the same manner as above.

(17) All disputes as to the applicability of Order 16 (*d*) under Rule XIV shall be referred to the Weather Working Days Committee of the Chamber and the decision of that Committee shall be final. With respect to Order 16 (*d*) a refund of pies 6 per package will be made on declaration of the said Committee, remitted on the invitation of the Claimant that the state of the weather during the thirty-six hours of grace allowed had been such as to justify the shipper's delay in bringing the goods alongside.

(18) Refund of measurement fees in full shall be made in respect of a consignment or portion of a consignment shut out after measurement.

(19) In respect of Round Timber and Logs, the measurement to be certified, in accordance with Order 4 (*g*), shall be as follows:—

Length in feet and inches: As found with tape.

Breadth: The mean of two measurements taken with callipers at thickest and thinnest portions.

Depth: ditto ditto ditto.

The certificate shall also show under Order 4 (*a*) not only the time at which the work of measurement was commenced, but the time at which it was completed. On application to the Secretary supported by evidence of time as here provided refund will be made of the difference between the fee as prescribed under Order (16) (*b*), and a charge of Rupees Two for every hour or part of an hour actually occupied in measurement.

(20) Refund of Measurement Fees shall not be made for any sum less than four Rupees.

(21) All claims for Refund of Measurement Fees shall be made to the Secretary of the Chamber of Commerce, who shall allow or disallow such claims in conformity with these Orders, but no claim for Refund of Measurement Fees shall be allowed unless presented within one month from the date of the sailing of the vessel concerned.

(22) Each Measurer shall keep a Dispute Book and it shall be competent for any shipper or the owner, agents or master of a vessel who disputes the correctness of a measurement given in respect of goods being shipped by him to call for the said Dispute Book, which the Measurer shall produce at once, and to enter therein a claim to have the goods in question or any portion of them remeasured. And on the said shipper or the owner, agent or master of a vessel depositing with the Measurer the sum of annas 2 for each packet to be measured, the Measurer shall at once remeasure such package or packages in such a manner that the shipper or the owner, agent or master of a vessel can see whether the measurement is correctly taken and shall give to the shipper or the owner, agent, or master of a vessel a certificate of the measurement so found and write thereon the word "Protested Certificate. Fee paid Rs....." and the sum so paid. The Measurer shall immediately thereafter forward to the Secretary a statement of the case together with the amount of the Fee received.

Provided that on any of the stations where more than one measurer is employed, the Measurer whose measurements are

disputed shall, immediately after receiving the protest and fee, call another Measurer who shall make the remeasurement in the manner above laid down, shall issue the "Protested Certificate" and forward the necessary statement to the Secretary.

(23) Should a shipper demand remeasurement under Order 22 and should such remeasurement, in the opinion of the Secretary, show the original measurement not to have been substantially correct, the extra fee of annas 2 per package shall be refunded to the shipper on demand and the case reported to the Committee.

(24) Every Measurer shall receive a book of Measurement Slips together with indelible pencil and carbon paper for making such slips in quadruplicate. The Measurer will hand to the shippers at the time of measurement the original and third carbon copy; the first carbon copy will be handed to the ship agent's representative on demand and the second carbon copy will be retained for the Chamber's records.

Provided that when goods are shipped in boats for delivery alongside the said first carbon copy, belonging to the ship's agent, shall be handed to the boatman from whom it should be obtained by the ship's officers.

Ship Freight Inwards to Bombay.

Payable in Bombay.

At the Annual General Meeting of the Chamber held on the 6th April 1921 the Resolution passed at the General Meeting held on 9th August 1876, and amended at the Meeting held on

25th March 1918, regulating the payment in Bombay of Ship Freight Inward to Bombay, was further amended to read as follows:—

That the conversion into Indian currency of sterling freight inward to Bombay, payable in Bombay, shall, unless otherwise stipulated be made at the rate for Bank Bills on London, payable on demand; and that the rate quoted in the Chamber's Current Quotations shall be the rate applicable in such purpose during the subsequent week, *i.e.*, the Sunday to Saturday following the date of the Chamber's "Current Quotations."

Ship Freight Outwards from Bombay.

Payable in Bombay.

At the Annual General Meeting of the Chamber held on the 6th April 1921 the Resolution passed at the Annual General Meeting held on 21st February 1912, and amended at the Annual General Meeting held on the 25th March 1918, regarding ship freight outwards from Bombay payable in Bombay, was further amended to read as follows:—

That freight outward from Bombay, stated in sterling, payable in Bombay (in the absence of any stipulation in the Shipping Order or Charter Party to the contrary), shall be converted into Indian Currency at the rate for Bank Bills on London, payable on demand; and that the rate quoted in the Chamber's Current Quotations shall be the rate applicable to goods shipped during the subsequent week, *i.e.*, the Sunday to Saturday following the date of the Chamber's Current Quotations; the date governing the rate of exchange shall be the date of the mate's receipt, or in the case of a series of mate's receipts, the date of the last receipt; on difference of freight 4½ per cent. as customary in the case of sailing ships and 1½ per cent. for steamers being allowed as discount to cover cost of insurance and interest until the due date of the freight.

Ante-dating Bills of Lading.

RESOLUTION passed at the Special General Meeting of the Chamber on 22nd July 1881 :—

"That, having considered the question of ante-dating bills of lading either on dock receipts or for goods alongside, the Chamber is of opinion that such a proceeding is open to most serious objections, and might involve grave responsibilities."

Shut-Out Cargo.

RESOLUTION passed at the Annual General Meeting of the Chamber held on 30th January 1889 :—

"That the Resolution passed at the Special General Meeting of the Chamber on 22nd July 1881, respecting shut-out cargo be amended as follows :—That in cases when shipping orders have been issued without any special stipulation in respect of shut-out cargo, the shipper, provided he has fulfilled the terms of his shipping order, shall have the right to demand a fresh shipping order in the first going vessel for the same port from the Agent of the vessel that has failed to take in his cargo, and shall also be entitled to recover any losses and additional expenses which he may have incurred through his cargo being shut-out. If the Agent declines or omits to grant this, the shipper should himself have the power to engage the necessary tonnage, and to claim to the said Agent for any difference in freight or other expense to which he may have been put."

Detention of Cargo Boats alongside vessels.

RESOLUTION passed at the Special General Meeting of the Chamber on 22nd July 1881 :—

"That, while recognizing the grievance which exists, the Chamber is unable to recommend a remedy that would be mutually satisfactory to those interested."

Delivery of Goods on Sundays and other Holidays.

RESOLUTION passed at the Annual General Meeting of the Chamber on 11th March 1903 :—

" That produce falling due for delivery on a Sunday or on a Charter Party and Shipping Holiday must be delivered on the day previous to the Sunday or the Charter Party and Shipping Holiday as the case may be."

Brokerage on Freight Transactions.

RESOLUTION passed at the Annual General Meeting of the Chamber held on the 5th March 1924 :—

" That the brokerage to be paid by Shipping Companies in Bombay to recognised brokers for securing freight homeward shall be annas five per ton."

Claims for Shortages.

RESOLUTION passed at the Annual General Meeting of the Chamber held on 6th April 1921 :—

" That in all cases where claims are made against steamship companies for shortages such claims, if passed, shall be paid at the current rate of exchange ruling on the date of the arrival of the steamer concerned."

Pockets of Cargo.

RESOLUTION passed at the Annual General Meeting of the Chamber held on 17th February 1909 :—

" It is the opinion of the Chamber of Commerce that pockets of cargo of any kind ought not to be of greater dimensions than 20" × 20" and ought not to contain more than 56 lbs."

Bombay Tonnage Schedule.

(At the special general meeting of the Chamber held on Wednesday, the 24th of September 1924, *the tonnage schedule printed below was adopted with effect from the* 1st *October* 1924, *in supersession of all tonnage schedules in force at Bombay before that date).*

The tonnage scale for steamers shall be on the basis of 40 cubic feet to the ton, but in no case to exceed 20 cwts., dead weight.

Cylindrical packages that weigh less than 20 cwts. to the 40 cubic feet are to be accepted as measurement cargo and the following formula shall be recognised for the calculation of their cubical contents, namely, that the square of the diameter be multiplied into the length and one-fifth be deducted from the product.

The scale for a consignment of an article not mentioned in the following schedule shall be a matter for arrangement between the shipper and the agents of the steamship concerned. Facilities will be provided for tests to be made should the quantity involved be sufficiently large.

Articles.	To the Ton.
Ajwan (Weed) seed, in bags	11 cwt.
Almonds shelled	10 cwt.
Do. unshelled	8 cwt.
Aloes, in kegs	40 c. ft.
Alum, in bags	16 cwt.
Angoor	13 cwt.
Annatto, in cases	40 c. ft.
Apricots or Jardaloo	13 cwt.
Arrowroot, in cases	40 c. ft.

Articles.	To the Ton.
Asafoetida, in cases	40 c. ft.
Bajree, in bags	18 cwt.
Barley, in bags	16 cwt.
Beans, Arad, Oorid or Toor	17 cwt.
Bees' Wax, in cases	40 c. ft.
Betelnut, in bags	13 cwt.
Blackwood, in straight square logs	40 c. ft.
Do. otherwise	16 cwt.
* Bones, crushed, $\frac{3}{4}''$ mesh	13 cwt.
Do. $\frac{1}{2}''$ mesh	14 cwt.
Do. $\frac{5}{16}''$ mesh	15 cwt.
Bone meal, $\frac{3}{32}''$ mesh	20 cwt.
Borax, in cases	40 c. ft.
Do. in bags	16 cwt.
Bran, pressed in bags (cf $45\frac{1}{2}'' \times 25''$ weighing not less than 140 lbs.)	10 cwt.
Bran, in bags (unpressed)	9 cwt.
Bullion	*ad valorem.*
Camphor, in cases	40 c. ft.
Canes, Rattans, in bundles	13 cwt.
Cardamoms, in bundles	40 c. ft.
Casein powder, in bags	13 cwt.
Cashew nuts, in cases	40 c. ft.
Cassia Lignea, Fistula, and Buds	40 c. ft.
Castor Seed, Bold Cawnpore	10 cwt.
Do. small	12 cwt.
Chasum	8 cwt.
Chillies, in bags	4 cwt.
Do. in borras	40 c. ft.

* Sieves for testing purposes are kept in the rooms of the Chamber. A consignment shall correspond to the smallest mesh through which test 90 per cent. of a fair sample passes.

Articles.	To the Ton.
China Root, in cases	40 c. ft.
Cigars	40 c. ft.
Cinchona bark	10 cwt.
Cinnamon, in bales or cases	40 c. ft.
Cloves, in cases	40 c. ft.
Do. in bags or frazils	8 cwt.
Coculus Indicus, in bags	13 cwt.
Cocum, in bags	10 cwt.
Coffee, in cases	40 c. ft.
Do. in bags or frazils	14 cwt.
Coir, in bales	40 c. ft.
Do. in bundles or loose	5 cwt.
Do. Rope, in coils	40 c. ft.
Colocynth, in cases	40 c. ft.
Colombo Root, in bags	8 cwt.
Copra, in robbins or bags	8 cwt.
Copra cut, in bags	10 cwt.
Corriander Seed	10 cwt.
Costus root (Ooplate)	10 cwt.
Cotton Seed	13 cwt.
Cotton, in bales	40 c. ft.
Cowries, in cases	40 c. ft.
Do. in bags	16 cwt.
Cubebs	10 cwt.
Cummin Seed (Jeera), in bags	11 cwt.
Cutch or Terra Japonica, in bags or baskets ..	13 cwt.
Cuttlefish	4 cwt.
Dates, wet	16 cwt.
Do. dry	13 cwt.
Dhall, crushed, in bags	17 cwt.
Dillseed (Aniseed or Soowa seed)	10 cwt.
Divi-divi	12 cwt.

Articles.	To the Ton.
Dragons' Blood, in cases	40 c. ft.
Ebony, square and straight	40 c. ft.
Do. otherwise	16 cwt.
Elephants' Teeth, in cases	40 c. ft.
Do. in bundles	14 cwt.
Do. loose	16 cwt.
Fennel Seed	10 cwt.
Fenugreek or Methi Seed	17 cwt.
Flour, in bags	18 cwt.
Do. middlings, or sharps, in bags	12 cwt.
Galingals	10 cwt.
Galls, in bags	13 cwt.
Do. in cases	40 c. ft.
Ganja	5 cwt.
Garlic	8 cwt.
Ghandi medicine	10 cwt.
Gingelly or Teel Seed	14 cwt.
Ginger, dry, in cases	40 c. ft.
Do. in bags	10 cwt.
Gram, in bags	18 cwt.
Groundnuts, shelled	14 cwt.
Do. unshelled	6 cwt.
Gums, of all kinds, in cases	40 c. ft.
Gum Olibanum or Googal, in bags	13 cwt.
Do. Persian, in double bags	17 cwt.
Do. Arabic, Tragacanth, in double bags	17 cwt.
Hemp, in bales	40 c. ft.
Do. loose or in bundles	5 cwt.
Hides and Skins, in bales, bundles or casks	40 c. ft.
Horns, Buffalo or Cow, loose	13 cwt.
Do. do. in bundles or bags	6 cwt.
Do. Deer, loose	6 cwt.

Articles.	To the Ton.
Horn Tips, of any kind	13 cwt.
Indigo, in cases	40 c. ft.
Iron, of all sorts	20 cwt.
Jackwood	40 c. ft.
Jaggery	18 cwt.
Jambul Seed	10 cwt.
Jestimud or Liquorice	18 cwt.
Jowaree, in bags	17 cwt.
Kangseed, in bags	16 cwt.
Khismis or Raisins, in cases	40 c. ft.
Lac Dye, in shells or cases	40 c. ft.
Lac Seed	10 cwt.
Lang, in bags	18 cwt.
Do. crushed, in bags	17 cwt.
Linseed, in bags	16 cwt.
Mace, in cases	40 c. ft.
Maize, in bags	16 cwt.
Mother-o'-Pearl, in tins or cases	40 c. ft.
Do. in bags	16 cwt.
Mowrah flowers	18 cwt.
Do. Seed, in bags	13 cwt.
Munjeet or Madder Root, in cases or bales ..	40 c. ft.
Do. in bundles or bags	8 cwt.
Musk, in cases	40 c. ft.
Mussoor (Lentils), in bags	19 cwt.
Mustard Seed	15 cwt.
Myrabolams, uncrushed, in bags	14 cwt.
Do. crushed, in bags	11 cwt.
Myrabolam Powder	15 cwt.
Niger Seed	14 cwt.
Nutmegs, in cases	40 c. ft.
Nux Vomica, in cases	40 c. ft.

Articles.	To the Ton.
Nux Vomica, in bags	13 cwt.
Oats	12 cwt.
Oil, of any kind, in casks, tins or cases	40 c. ft.
Oil Cake, expeller	16 cwt.
Do. rotary or ghanny	15 cwt.
Do. hydraulic pressed	16 cwt.
Do. powder	16 cwt.
Opium	per chest
Paddy, in bags	13 cwt.
Pepper, in bags	13 cwt.
Peas	17 cwt.
Pimento	12 cwt.
Pistachio nuts	10 cwt.
Plumbago, in bags	16 cwt.
Pollards, in bags	10 cwt.
Poppy Seed, in bags	13 cwt.
Rape Seed	15 cwt.
Rattans Canes, in bundles	13 cwt.
Do. ground	13 cwt.
Red Wood	13 cwt.
Rice, in bags	18 cwt.
Rosin	10 cwt.
Safflower, in cases or bales	40 c. ft.
Do. in bags	8 cwt.
Safflower Seed (Kurdi Seed or Kasumba), in bags	13 cwt.
Sago, in cases	40 c. ft.
Sal Ammoniac, in cases	40 c. ft.
Do. in bags	15 cwt.
Salt	28 Indian maunds of 82 lbs.

Articles.	To the Ton.
Saltpetre	20 cwt.
Sandalwood and Sapanwood	9 cwt.
Do. roots and chips	7 cwt.
Sealing Wax, in cases	40 c. ft.
Senna, in bags	5 cwt.
Do. in bales	40 c. ft.
Shells, rough, in bags	16 cwt.
Silk, in bales	8 cwt.
Do. in cases	40 c. ft.
Soap, in cases	40 c. ft.
Soap nuts	10 cwt.
Sugar, in double bags	19 cwt.
Talc	16 cwt.
Tallow	40 c. ft
Tamarind	15 cwt.
Tea, in chests	40 c. ft.
Timber	40 c. ft.
Tobacco, in bales	40 c. ft.
Tortoise Shells, in chests	40 c. ft.
Turmeric, in bags	11 cwt.
Tutenague	16 cwt.
Whanghees (*vide* Canes)	13 cwt.
Wheat	18 cwt.
Wines and Spirits, in casks or cases	40 c. ft.
Wool, in bales	40 c. ft.
Zedoary	16 cwt.

General Rates of Commission.

Table of General Rates of Commission chargeable in Bombay, adopted at a Special General Meeting of the Chamber, held on the 24th September 1924.

IMPORT, EXPORT AND GENERAL BUSINESS.

		Per cent.
1.	On effecting insurance on amount insured	⅛
2.	On settling insurance losses, whether partial or total, also on procuring return of premium, exclusive of commission on receipt of cash	1
3.	On the sale or purchase of goods of all denominations (except as under)	2
4.	On purchase of all kinds with the proceeds of goods sold, and on which a commission of 2½ per cent. has been previously charged	1½
5.	On the sale or purchase of ships, of opium and of diamonds, pearls, and jewellery of all descriptions ..	1
6.	On the sale or purchase of treasure or bullion ..	1/16
7.	On the sale or purchase of cattle	5
8.	On goods consigned which are disposed of by auction, or sent to a shop, on net proceeds	2½
9.	On goods consigned and afterwards withdrawn, invoice cost	1
10.	On guaranteeing the responsibility of persons to whom goods are sold on the amount of sale	1
11.	On attending the delivery of contract goods to the Government or individuals	1
12.	On collecting house-rent	1
13.	On sale or purchase of private Bills of Exchange ..	¼
14.	On effecting remittances by Bills of Exchange ..	¼
15.	On exchanging Government Securities of all descriptions, or investing money therein, and on transferring Government Paper from one constituent to another..	½

		Per cent.
16.	On surrendering or depositing in the Treasury Government Securities of all descriptions	¼
17.	On recovering of bonds, or of bills for absentees overdue at the time of their being placed in the position of the Agent	1
18.	On debts when a process at law or by arbitration is necessary	2½
19.	On debts when recovered without process of law or arbitration	2½
20.	On managing the affairs of the estate for an executor or administrator	5
21.	On recovering funds from a bankrupt estate	2½
22.	On guaranteeing bills, bonds or debts in general, by endorsement or otherwise	½
23.	On bills of exchange returned, noted or protested ..	¼
24.	On granting and cashing letters of credit	½
25.	On depositing Government Paper as security for constituents	½
26.	On deposits for short periods 2 or 3 months on amount of not less than Rs. 25,000	$\frac{1}{64}$

Native Consignments.

27. The recognised rate of commission in England on the sale of consignments from Bombay shall be 2½ per cent., exclusive of brokerage and guarantee, and the same is added to the Scale of Commissions sanctioned by the Chamber.

Shipping Business.

28. On procuring freight 2½

"When the freight is payable in sterling, the Commission shall be calculated on the sterling amount at the following rates for 6 months' sight Bank Bills when the freight is by sailing ships, and at the rate for 3 months' sight Bank Bills when by steamers." Brokerage, when actually incurred, shall be considered a legitimate charge in ship's accounts.

		Per cent.
29.	On collecting freight	2½
30.	On tendering a vessel (if accepted) for the conveyance of troops; on the amount of the charter party.. ..	2½
31.	On shipping goods of every description on which no commission for the purchase has been charged ..	1
32.	On shipping treasure, bullion and jewellery	⅛
33.	On ship's disbursements when not in funds	1
34.	On account of passage-money, whether the same passes through the Agent's hands or not	5
35.	For executing orders to Charter or engage Tonnage in Bombay or at outports	2½
36.	On realising Bottomry Bonds or negotiating any loan on *respondentia*	1
37.	On landing and re-shipping goods from any vessel in distress, stranded or wrecked, or on landing or selling by auction damaged goods from any such vessel, and acting as Agent for the Master on behalf of all concerned,—on the declared value of all such goods as may be re-shipped, and on net proceeds of all such goods as may be publicly sold	1
	If Opium, Indigo, Raw Silk or Silk Goods	½
	If Treasure, Precious Stones or Jewellery	¼
38.	On moneys expended, *i.e.*, on all disbursements made in efforts to save Ship or Cargo	2½

Note.—Applicable to Rates of Commission generally.—When the amount on which commission is payable is stated in rupees, the Commission shall be calculated in that currency; and when in sterling at the rate provided for under Rule 28 *of the General Rates of Commission which fixes the rate on "procuring freight."*

Bombay Port Trust Docks.

Scale of Rates charged on goods Imported or Exported at the Bombay Port Trust Docks other than goods Imported or Exported by Coasting Steamers plying between Bombay and Ports on the West Coast of India for which there are separate rates.

SECTION I.

Wharfage Charges.

No. of Item.	Description of Goods.	How Charged.	Import and Export.
1	ANIMALS, ETC., LIVING.		Rs. a. p.
A	Animals for Public Gardens in India	....	Free
B	Birds, large, not otherwise enumerated	Each	0 4 0
C	Birds, small, not otherwise enumerated	Cage	0 2 0
D	Calves, foals, deer and pigs ..	Each	0 10 0
E	Camels, horses and mules ..	,,	2 0 0

NOTE.—Under the sanction of Government, with effect from 1st November 1930 and until further notice a surtax of 50 per cent. is leviable on all charges made under this Scale of Rates with the following exceptions :—

Charges for water supply.
Charges for use of the Dry Docks.
Wharfage charges for liquid fuel and kerosene oil.
Wharfage charges for passengers' unmanifested baggage—Section I, Item 2C.
Charges for double tally of coast cargoes.
The extra fees leviable under Section III, on Passengers' baggage, classified under Item 2C of Section I.
Charges for services of divers leviable under Section XA (*e*).
Charges for hire of Tank Barge leviable under Section XA (*l*)
Charges for miscellaneous services leviable under Section XC (*j*) 1, 2 and 3.
Charges under Section XII (*b*) (*b*).

No. of Item.	Description of Goods.	How Charged.	Import and Export
1	ANIMALS, ETC., LIVING—*contd.*		Rs. a. p.
F	Cows, buffaloes and bullocks ..	Each.	1 0 0
G	Dogs and monkeys	,,	0 3 0
H	Donkeys	,,	1 12 0
I	Elephants	,,	6 0 0
J	Fowls and ducks	Dozen	0 3 0
K	Goats and sheep	Each	0 5 0
L	Pigeons, quails and partridges ..	Dozen	0 2 0
M	Small birds or animals, such as cats, monkeys, etc., in charge of owner	....	Free
N	Snakes and reptiles	Each	0 2 0
O	Tigers, bears, crocodiles and other wild animals	,,	5 0 0
P	Tigers and other wild animals, cubs of	,,	1 0 0
Q	Turkeys and geese..	,,	0 0 6
2	APPAREL		
A	Clothing, old or new, haberdashery, hosiery, millinery, boots, shoes, caps, hats and hatters' ware and feathers ..	*Ad valorem* Import Package, Export	$\frac{1}{4}$% 0 6 0
B	Gold and silver cloth, braid, thread, lametta, real and imitation	*Ad valorem* Import	$\frac{1}{8}$% with minimum charge of 1 8 0 per package.
		Export Package	1 8 0
C	Baggage, passengers', unmanifested (excluding baggage, accompanying passengers travelling between Bombay and Indian and Persian Gulf Ports but not the Port of Aden) ..	Package.	1 0 0

No. of Item.	Description of Goods.	How Charged.	Import and Export.
2	APPAREL—*contd.*		Rs. a. p.
D	Baggage, passengers', travelling between Bombay and Indian and Persian Gulf Ports' regarded as *bona fide* ..	..	Free
E	Baggage, passengers', unmanifested and not regarded as *bonafide*.	on actual classification.	
	NOTE.—When the levy of wharfage on actual classification as indexed cannot in the opinion of the Dock Manager be applied, owing to the miscellaneous character of the contents of packages such baggage will be charged	Package Cart load	0 2 0 0 8 0
F	Baggage of sailors, members of the Water Police and Preventive Officers when proceeding on or returning from duty through the Docks	Free	...
3	ARMS AND AMMUNITION.		
A	Guns, small arms, sporting guns, rifles, pistols, revolvers, etc., when imported or exported singly as part of personal equipment or baggage	Free	...
B	Guns, small arms, sporting guns, rifles, pistols, revolvers, swords, bayonets, etc., when imported or exported in cases or packages	Package	0 8 0
C	Guns, small arms, sporting guns, rifles, pistols, revolvers, swords, bayonets, etc., when imported singly	Each	0 2 0

No. of Item.	Description of Goods.	How Charged.	Import and Export.
3	ARMS AND AMMUNITION—*contd.*		Rs. a. p.
D	Lead short	Ton	2 4 0
E	Parts of rifles, etc., safety cartridges (loaded), cartridge cases (empty), percussion caps and materials and implements for loading cartridges and accessories	Package	0 8 0
4	BONES, CRUSHED AND UNCRUSHED, MEAL AND DUST AND BONE SINEWS	Ton	1 4 0
5	BOOKS, BOOK COVERS, MANUSCRIPTS, RULED AND PRINTED MATTER, INCLUDING MAPS AND CHARTS	Package	0 8 0
6	BRUSHES AND BROOMS AND MATERIAL FOR MANUFACTURE OF.		
A	Bristles and fibre for brushes and brooms	Case	0 8 0
B	Brushes and brooms, etc., in cases.	,,	0 8 0
C	Brushes and brooms, etc., loose ..	100	0 4 0
7	BUILDING AND ENGINEERING MATERIALS NOT MADE OF METAL.		
A	Asphalt	Ton	1 12 0
B	Bricks of all kinds, not otherwise enumerated	,,	1 12 0

No. of Item.	Description of Goods.	How Charged.	Import and Export Rs. a. p.
7	BUILDING AND ENGINEERING MATERIALS NOT MADE OF METAL—*contd.*		
C	Building stone, roofing felt, roofing slates and materials not enumerated	Ton	2 4 0
D	Cement, lime, lime-stones ..	,,	1 2 0
E	Clay, fire	,,	2 0 0
F	Earthenware hoppers or pans for water-closets	Cask Crate Case Loose Each	1 0 0 0 14 0 0 10 0 0 2 0
G	Earthenware pipes and connections	Ton	1 12 0
H	Tiles, foreign or country	,,	2 4 0
I	Wooden doors and window frames	Package	0 6 0
8	CANDLES OF ALL KINDS	Cwt.	0 4 0
9	CARPETS, OIL CLOTH AND FLOOR COVERINGS.		
A	Carpets, woollen	Package	0 12 0
B	,, other than woollen ..	,,	0 8 0
C	Oil cloth and floor cloth	Ton	2 0 0
10	CARRIAGES, CARTS, AND BICYCLES.		
A	Carriages, four-wheeled	Each	10 0 0
B	,, two-wheeled	,,	8 0 0
C	Wheels and parts of carriages and carts not otherwise enumerated unpacked	,,	0 4 0
D	,, ,, ,, packed	Package	0 12 0

No. of Item.	Description of Goods.	How Charged.	Import and Export. Rs. a. p.
	CARRIAGES, CARTS AND BICYCLES. —*contd.*		
E	Carts, four-wheeled	Each	4 0 0
F	,, two-wheeled	,,	3 0 0
G	,, country	,,	1 0 0
H	Bicycles, tricycles, etc., unpacked.	,,	0 8 0
I	,, ,, ,, packed ..	Package	1 0 0
J	Wheel barrows	Each	0 2 0
11	CHEMICALS AND CHEMICAL PRODUCTS.		
A	Acids of all kinds in liquid form..	Case	0 8 0
B	,, ,, ,, ,, .	½ Case	0 6 0
C	,, ,, ,, in drums..	Drum	0 12 0
D	Carbide of Calcium	Cwt.	0 2 0
E	Chemicals and chemical products, not otherwise enumerated ..	Ton	2 0 0
F	Chemicals and chemical products when weight cannot be ascertained..	Case	0 8 0
G	Cylinders of carbonic acid gas, etc.	Each	0 2 0
H	Cylinders of ammonia	,,	0 8 0
I	Disinfectants, dry..	Ton	1 8 0
J	,, liquid	5 gallons or part thereof.	0 2 0
K	Ether	Package	0 8 0
12	CLOCKS, WATCHES AND OTHER TIME-PIECES.		
A	Clocks and time-pieces	Case	0 8 0
B	Clocks, large, for towers, and accessories for clocks, etc. ..	,,	0 12 0

No. of Item.	Description of Goods.	How Charged.	Import and Export.
	CLOCKS, WATCHES AND OTHER TIME PIECES—*contd.*		Rs. a. p.
C	Watches, gold and silver ..	*Ad valorem* Import	½% minimum charge of Rs. 1-8-0 Per package
		Export Package	1 8 0
D	„ other	Case	0 12 0
13	COAL, COKE AND PATENT FUEL.		
A	Coal, coke, charcoal, patent fuel, cinders, ashes and mint dust, in bulk (without Port Trust labour)	Ton	1 0 0
B	Coal, coke and charcoal, in bags..	„	1 4 0
14	COIR AND OTHER FIBRES, CORDAGE, ROPE AND TWINE.		
A	Coir carpets in rolls	Package	0 8 0
B	„ mats (door mats)	„	0 6 0
C	Cordage and rope of all kinds ..	Ton	2 0 0
D	Hemp, rhea, coir and aloe fibres, loose, in bundles	„	2 0 0
E	Hemp, rhea, coir and aloe fibres, pressed	Bale	0 4 0
F	Twine	Ton	2 0 0
15	CORAL, REAL OR IMITATION ..	Package	1 0 0
16	CORK.		
A	Corks	Package	0 6 0
B	Corkwood sheets	„	0 8 0

No. of Item.	Description of Goods.	How Charged.	Import and Export.
17	COTTON AND ARTICLES MADE OF COTTON.		Rs. a. p.
A	Cotton piece-goods upto 40 c. ft. each	Package	0 6 0
B	Cotton piece-goods over 40 c. ft.	,,	0 12 0
C	Cotton, raw, Indian pressed bales (3½ cwts. plus tare) or docras of 3 cwts. or under ..	Bale or docra.	0 8 0
D	Cotton, raw, American, or other pressed bales of 4 cwts. or over.	Bale	0 12 0
E	Cotton, raw, Egyptian, or other pressed bales of 6 cwts. or over and unpressed bales or docras of over 3 cwts.	Bale or docra.	0 12 0
F	Thread, sewing	Package	0 6 0
G	Twist and yarn	,,	0 6 0
H	Waste, cotton, twist	Bale	0 6 0
I	Kapok or Sawree cotton, in bags, bundles or packages of 1 cwt. and under	Package	0 2 0
18	DRUGS AND MEDICINES.		
A	Drugs, country or foreign, in bulk, bags or bundles	Ton	2 0 0
B	Drugs, country or foreign, in bulk, packed	Package	0 8 0
19	DYEING AND TANNING MATERIALS.		
A	Dyes, country, in bulk, bags or bundles, not otherwise enumerated	Ton	2 0 0
B	Dyes, country, in cases	Case	0 8 0
C	,, foreign	Cwt.	0 4 0
D	Gallnuts, myrobalans	Ton	1 0 0

No. of Item.	Description of Goods.	How Charged.	Import and Export. Rs. a. p.
20	EARTH AND CLAY, INCLUDING SAND AND BALLAST.		
A	Ballast and kentledge (without Port Trust labour)	Ton	0 4 0
B	Ballast and kentledge by lighters to and from Port Trust Bunders	Free	..
C	Chalk, talc, pipe clay, mica and gypsum	Ton	2 0 0
D	China clay in casks	,,	2 0 0
D (*a*)	China clay in bulk provided that discharge is effected direct into open wagons	,,	1 0 0
E	Earth and ochre of sorts	,,	1 0 0
F	Plaster of Paris	Package	0 8 0
G	Whiting	Ton	2 0 0
H	Imported loose as broken stowage	,,	1 0 0
21	EARTHENWARE, CHINA, PORCELAIN AND GLASS, EXCEPT BUILDING AND ENGINEERING MATERIAL.		
A	Bowls, cups, chillims, country ..	100	0 2 0
B	Carboys, empty, and coojas ..	Each	0 0 3
C	Chinaware in rolls	Dozen	0 4 0
D	Empty bottles	Package	0 8 0
E	,, ,, unpacked ..	Dozen	0 0 6
F	Glass bangles, beads, tubes, etc...	Package	0 8 0
G	Glass, China, and earthenware, broken	,,	0 6 0
H	Glass, window	,,	0 3 0
I	,, plate and sheet . ..	,,	0 8 0
J	Glass and earthenware, porcelain, chinaware, japanware and lampware	Cask	1 0 0
		Crate	0 12 0
		Case, &c.	0 8 0
K	Pots and jars, unpacked	Each	0 1 0
L	Retorts, loose	Ton	2 4 0

No. of Item.	Description of Goods.	How Charged.	Import and Export. Rs. a. p.
22	FIREWORKS OF ALL KINDS.		
A	Dewasalis and joss sticks ..	Package	0 2 0
B	Fireworks of all kinds	,,	0 8 0
23	FLAX AND ARTICLES MADE OF FLAX.		
A	Canvas including canvas bags in bales	Package	0 8 0
B	Flax and linen piece-goods ..	,,	0 6 0
C	Hose	,,	0 12 0
D	Tarpaulins, new	,,	0 12 0
E	,, old	,,	0 6 0
24	FRUITS, HOPS, VEGETABLES AND EDIBLE NUTS.		
A	Cocoanuts (subject to a minimum of Re. 0-2-0 per bag)	1,000	0 8 0
B	Copra	Ton	1 0 0
C	Dates in bags or bundles, and wet dates in baskets from the Persian Gulf only	,,	1 8 0
D	Fruits, dried, and edible nuts of all kinds, not otherwise enumerated, in bags or bundles ..	,,	2 0 0
E	Fruits, fresh and dried, and edible nuts of all kinds, not otherwise enumerated in barrels, crates, cases or baskets ..	Package	0 8 0
F	Fruits, fresh, in bulk	Cartload	0 13 0
G	Groundnuts	Ton	1 2 0
H	Hops	Package	0 0 0
I	Vegetables, fresh, including potatoes, onions, garlic, etc. ..	Ton Cartload Coolie-load	1 0 0 0 12 0 0 2 0

No. of Item.	Description of Goods.	How Charged.	Import and Export.
25	FURNITURE AND CABINETWARE.		Rs. a. p.
A	Chairs, unpacked	Each	0 1 0
B	Furniture, unpacked, other than chairs	,,	0 4 0
C	Furniture in cases, crates or packages	Package	0 12 0
26	GRAIN, FLOUR AND PULSE.		
A	Flour, except corn flour and farinaceous preparations in tins.	Ton	0 12 0
B	Grains and pulse other than rice .	,,	0 12 0
C	Rice	,,	0 10 0
27	GRASS, HAY AND FODDER OF ALL KINDS.		
A	Bran, chunee, husk and fodder, for animals	Ton	0 12 0
B	Hay, straw and kirbi, pressed ..	Bale	0 4 0
C	Hay, straw and kirbi, in bundles .	Ton	2 0 0
28	GROCERIES, PROVISIONS AND OILMANSTORES.		
A	Beef and pork, in casks, barrels, etc.	Package	0 8 0
B	Coffee and cocoa, in bags.. ..	Ton	1 8 0
C	Fish, dried, fishmaws, sharkfins and samoodar fins	,,	2 4 0
D	Ghee	,,	2 0 0
E	Groceries, provisions, oilmanstores and articles under item 28.	Case Crate or Bundle Cask	0 4 0 0 8 6 0 12 0

No. of Item.	Description of Goods.	How Charged.	Import and Export.
			Rs. a. p.
28	GROCERIES, PROVISIONS AND OILMANSTORES—*contd.*		
F	Groceries, provisions, oilmanstores and articles under item 28, fresh, unpacked	Coolie-load.	0 2 0
G	Groceries, provisions, oilmanstores and articles under item 28, for daily use of ships in Dock	Free	
H	Indian condiments	Package	0 4 0
I	,, ,, ...	Cask	0 8 0
J	Oatmeal, sago, biscuits and arrowroot and others, unenumerated, in bags	Ton	1 8 0
K	Saffron	Case	1 0 0
29	GUM, GUM RESINS, INDIA-RUBBER AND LAC.		
A	Amber beads and ware	Case	1 0 0
B	Caoutchouc or India-rubber solution	,,	0 8 0
C	Gum, gum resins of all kinds and lac	Ton	2 4 0
D	Hose, rubber-lined	Case	0 12 0
E	India-rubber, in bags or bundles .	Ton	2 4 0
F	India-rubber and manufactures of, not otherwise enumerated .	Case	0 8 0
G	Lac, manufactures of	,,	0 8 0
H	Tyres, rubber	Package	1 0 0
I	Tyres, rubber, unpacked	Each	0 2 0
J	Tyre containing tube, unpacked	,,	0 2 6
K	Waterproof cloth	Package	0 8 0
30	HEAVY LIFTS.		
A	Package over 1½ and not exceeding 3 tons	Ton	2 4 0
B	Package 3 and not exceeding 5 tons	..	2 8 0

No. of Item.	Description of Goods.	How Charged.	Import and Export.
30	HEAVY LIFTS—*contd.*		Rs. a. p.
C	Package over 5 and not exceeding 8 tons	Ton	3 0 0
D	Package over 8 and not exceeding 11 tons	,,	4 0 0
E	Package over 11 and not exceeding 15 tons	,,	5 0 0
F	Packages over 15 and not exceeding 100 tons	,,	7 8 0
	NOTE.—Charges on heavy lifts and all articles charged under Item 30 (except single items weighing 30 tons and over and unpacked boilers, which will be charged on dead-weight) will be levied by measurement or weight at option of the Docks Manager. If by measurement 40 c.ft. will be considered one ton, and the rate per ton will be that at which the dead-weight is chargeable.		
31	HIDES, SKINS, RAW OR CURED, AND GUTS.		
A	Guts	Bale or Package	0 8 0
B	Hides and skins of all kinds including clippings	Ton	2 8 0
32	HORNS, TIPS AND PIECES OF HORN, HORNMEAL AND ARTICLES MADE OF HORN, NOT OTHERWISE ENUMERATED.		
A	Horns of all kinds in bulk, bags or bundles	Ton	1 8 0
B	Horns and articles made of horn, packed	Package	0 8 0

No. of Item.	Description of Goods.	How Charged.	Import and Export.
33	ICE.		Rs. a. p.
A	Ice	Ton	1 12 0
B	Small quantities for use of ships in Dock or Harbour	Free	
34	INSTRUMENTS, APPARATUS AND PARTS THEREOF, INCLUDING MUSICAL INSTRUMENTS.		
A	Electric fans and parts thereof ..	Under items 30 & 43B	
B	Electric lights and parts thereof	Package	0 12 0
C	Harmoniums, organs, pianofortes and pianolas, if under 20 c. ft.	,,	1 4 0
D	,, ,, ,, ,, if 20 & under 30 ,,	,,	1 12 0
E	,, ,, ,, ,, 30 ,, 40 ,,	,,	2 8 0
F	,, ,, ,, ,, 40 ,, 50 ,,	,,	3 0 0
G	,, ,, ,, ,, 50 ,, 60 ,,	,,	5 0 0
H	,, ,, ,, ,, 60 ,, 70 ,,	,,	8 0 0
I	,, ,, ,, ,, 70 ,, 80 ,,	,,	12 0 0
J	,, ,, ,, ,, 80 c. ft. & over ..	,,	15 0 0
K	Instruments, drawing, mathematical, musical, nautical, optical, photographic, scientific, surgical, etc., and apparatus not otherwise enumerated	*Ad valorem* Import Package Export	¼ % 0 8 0
L	Instruments and electrical appliances, fittings and parts of, not otherwise enumerated ..	Package	0 12 0
M	Telegraph, telephone and electric cable and wire	Ton	2 4 0
35	IRONMONGERY, CUTLERY AND HARDWARE.		
A	Baths, iron, galvanized	Dozen	0 12 0
B	Bellows, smiths, unpacked ..	Each	0 4 0
C	Bricks, bath	Case	0 4 0

No. of Item.	Description of Goods.	How Charged.	Import and Export.
35	IRONMONGERY, CUTLERY AND HARDWARE—*contd.*		Rs. a. p.
D	Buckets, iron or metal	Dozen	0 4 0
E	Drums, empty, small	Each	0 0 3
F	Hardware, ironmongery and agricultural implements, not otherwise enumerated	Ton	2 4 0
G	Lamps, lanterns, lampware, platedware, cutlery, tools and hardware, etc., (when no weight is given)	Cask	1 2 0
		Crate	0 14 0
		Package	0 9 0
H	Nails of sorts	Ton	1 12 0
I	Shovels, spades and pickaxes ..	Dozen	0 4 0
36	IVORY AND IVORYWARE.		
A	Ivory	Cwt.	0 4 0
B	Ivoryware	Package	1 0 0
37	JEWELLERY, PLATE, GOLD AND SILVER.		
A	Gold and silver leaf, real ..	*Ad valorem* Import	⅛% with minimum charge of Rs. 1-8-0 per package.
		Export	
		Package	1 8 0
B	„ „ „ „ imitation ..	Package	0 4 0
C	Jewellery, precious stones, gems and pearls	*Ad valorem* Import	⅛% with minimum charge of Rs. 1-8-0 per package.
		Export	
		Package	1 8 0

No. of Item.	Description of Goods.	How Charged.	Import and Export.
37	JEWELLERY, PLATE, GOLD AND SILVER—*contd.*		Rs. a. p.
D	Jewellery and pearls, imitation.	Package	0 8 0
E	Plate, gold and silver	*Ad valorem* Import	⅛% with minimum charge of Rs 1-8-0 per package.
		Export	
		Package	1 8 0
38	JUTE, RAW, AND ARTICLES MADE OF JUTE.		
A	Gunny bags, old	Package	0 4 0
B	,, pieces and bags and hessians gunny cloth ..	Bale	0 10 0
C	Jute canvas	Package	0 8 0
D	,, pressed	Bale	0 6 0
E	,, unpressed (slack bundles).	Ton	2 0 0
39	LACQUERS AND LACQUERWARE ..	Package	0 8 0
40	LEATHER AND ARTICLES MADE OF LEATHER NOT OTHERWISE ENUMERATED.		
A	Harness and saddlery	Package	0 8 0
B	Hose, leather	,,	0 12 0
C	Leather, foreign or country ..	Ton	2 8 0
D	,, imitation..	Package	0 8 0
E	Portmanteaux, bags and trunks..	,,	0 8 0
41	LEAVES, CANES AND MANUFACTURES OF.		
A	Bamboos	50 or part of 50	0 4 0

No. of Item.	Description of Goods.	How Charged.	Import and Export.
			Rs. a. p.
41	LEAVES, CANES AND MANUFACTURES OF—*contd.*		
B	Baskets, cane	Dozen	0 2 0
C	Canes, Malacca	,,	0 4 0
D	,, rattans	Ton	2 4 0
E	Danthans (country tooth brushes)	,,	2 4 0
F	Fans, tiffin baskets, reeds ..	Package	0 8 0
G	Kuskus for tatties	,,	0 2 0
H	Leaves, betel, beedie and furrah .	,,	0 2 0
I	Mats, foreign	,,	0 8 0
J	,, country	,,	0 6 0
K	Matting	Package or roll	0 8 0
42	LIQUORS AND SPIRITS INCLUDING METHYLATED SPIRITS.		
A	Ale, beer, porter and cider, in wood	Hogshead.	0 8 0
B	Ale, beer, porter and cider, in bottles	1 doz. quarts or 2 doz. pints.	0 2 0
C	Ale, beer, porter and cider ..	Kilderkin.	0 4 0
D	,, ,, ,, ..	Firkin	0 2 0
E	Spirits, including methylated spirits, liquors and wines, in wood	Imperial gallon.	0 0 4
F	Spirits, including methylated spirits, liquors and wines, in bottles	,,	0 1 0

No. of Item.	Description of Goods.	How Charged.	Import and Export.
43	MACHINERY AND PARTS OF MACHINERY.		Rs. a. p.
A	Belting, packing, asbestos and asbestos sheets	Case, crate or package.	0 12 0
B	Machinery and parts of machinery not exceeding 1½ tons :— (1) Prime movers .. .. (2) Electrical machinery of all kinds, not including instruments— (*a*) Generators .. .. (*b*) Motors .. .. (*c*) Other kinds .. .. (3) Machinery (not being prime movers or electrical machinery)— (*a*) Aerated water machinery .. .. (*b*) Agricultural .. (*c*) Boilers .. .. (*d*) Metal working machinery .. (*e*) Mining machinery .. (*f*) Oil crushing and refining machinery .. .. (*g*) Paper mill machinery .. .. (*h*) Rice and flour mill machinery .. .. (*i*) Refrigerating machinery .. .. (*j*) Saw mill and wood working machinery	Ton	2 0 0

No. of Item.	Description of Goods.	How Charged.	Import and Export.
43	MACHINERY AND PARTS OF MACHINERY—*contd.*		Rs. a. p.
B	(*k*) Sugar, tea and textile machinery .. .. (*l*) Printing machinery (*m*) Other sorts of machinery ..	Ton	2 0 0
C	Machinery (and parts of machinery) worked by manual or animal power	Under Item 35 F. G.	
D	Sewing and knitting machines and accessories	Package.	0 8 0
E	Typewriters, duplicators and accessories	,,	0 8 0
	NOTE (*a*)—All packages and single items over 1½ tons each will be charged as heavy lifts, under Item No. 30. (*b*)—Charges on machinery and other items charged as machinery will be levied by measurement or weight at option of the Docks Manager, if by measurement 40 c. ft. will be considered one ton, and the rate per ton will be that at which the deadweight is chargeable.		
44	MANURES OF ALL KINDS, NOT OTHERWISE ENUMERATED ..	Ton	1 4 0
45	MATCHES OF ALL KINDS	Package	1 0 0

No. of Item.	Description of Goods.	How Charged.	Import and Export.
			Rs. a. p.
45 A	VENEERS, SPLINTS AND MATERIALS (NOT OTHERWISE ENUMERATED) FOR MANUFACTURE OF MATCHES AND MATCH BOXES	Ton	2 0 0
46	METALS, MINERALS AND ARTICLES MADE OF METAL, NOT CLASSIFIED UNDER HARDWARE OR MACHINERY.		
A	Brass, copper, yellow metal, spelter, tin, zinc and all metals, manufactured and unmanufactured and old, not otherwise enumerated	Ton	2 0 0
B	Brass, copper, yellow metal, spelter, tin, zinc and all metals, manufactured when no weight is given	Cask Crate Package	1 0 0 0 12 0 0 8 0
C	Iron and steel, bar, rod, hoop, scrap, sheets, plates, bands, old iron and steel, angle iron, T-iron, girders, castings and cast-iron pipes under 1½ tons, pig iron, galvanized iron pipes, or tubes, steel fagot, keg, spring and octagon	Ton	1 8 0
	NOTE—Girders, castings, cast-iron pipes, &c., over 1½ tons	Item No. 30	
D	Cres of all kinds	Ton	0 10 0
	Note.—If within 6 months from date of shipment, shippers furnish the Docks Manager with certificates of ore outturned at destination, a rebate of annas 2 per ton will be allowed on the original quantity declared and wharfage on the actual quantity excess or short shall be adjusted at 8		

No. of Item.	Description of Goods.	How Charged.	Import and Export.
46	METALS, MINERALS AND ARTICLES MADE OF METAL, NOT CLASSIFIED UNDER HARDWARE OR MACHINERY—*contd.* annas per ton, or alternatively if Port Trust Railway weighment certificates are produced, wharfage will be levied at 8 annas per ton forthwith on the quantities shown in the certificates, no subsequent adjustment on out-turn certificates being allowed.		Rs. a. p.
E	Quicksilver	Package	0 6 0
F	Tin clippings	Ton	0 12 0
G	Wires of all kinds, not otherwise enumerated	,,	2 4 0
47	MINERAL AND AERATED WATERS AND ALL NON-ALCOHOLIC BEVERAGES.		
A	Aerated and mineral waters ..	Dozen	0 1 0
B	,, ,, ..	Case or Cask	0 4 0
C	All non-alcoholic beverages ..	,,	0 4 0
48	MOTOR VEHICLES, MOTOR BODIES, MOTOR CHASSIS AND MOTOR PARTS, NOT OTHERWISE ENUMERATED.		
A	Packed in cases and crates or bundles and weighing singly up to 1½ tons d. w.	Ton	2 0 0
B	Packed in cases and exceeding singly 1½ tons d. w.	,,	Item 30.
C	Unpacked and weighing singly up to 1 ton d. w.	Ton Import Each	2 0 0
		Export	7 8 0

No. of Item.	Description of Goods.	How Charged.	Import and Export.
48	MOTOR VEHICLES, MOTOR BODIES, MOTOR CHASSIS AND MOTOR PARTS, NOT OTHERWISE ENUMERATD—*contd.*		
D	Unpacked and exceeding singly 1 ton d. w.	Ton Import Each Export	2 0 0 10 0 0
E	,, ,, ,, 1½ ,, ...	Ton Import Item 30 Each Export	15 0 0
F	,, ,, ,, 2 ,, ..	Ton Import Item 30 Each Export	20 0 0
G	Motor cars, unpacked and *bona-fide* owned by and accompanying passengers travelling between Bombay and Indian and Persian Gulf Ports (but not the Port of Aden) and not stored in the Dock	Each	7 8 0
H	Motor cycles, side cars and scooters, packed.	,,	4 0 0
I	,, ,, ,, ,, ,, unpacked	,,	1 0 0
	NOTE.—(*a*) Unpacked motor vehicles and motor chassis will be accepted in the Docks for open storage only prior to shipment and will lie at shippers risk. (*b*) The export rates for unpacked motor vehicles, motor bodies, motor chassis		

No. of Item.	Description of Goods.	How Charged.	Import and Export.
	MOTOR VEHICLES, MOTOR BODIES, MOTOR CHASSIS AND MOTOR PARTS, NOT OTHERWISE ENUMERATED—*concld.*		
	and motor parts not otherwise enumerated and the rates under Item 48-G apply to shipments to Ports in India, Burmah, Ceylon and the Persian Gulf; otherwise the import rates will be charged.		
	(c) Charges will be levied by measurement or weight at option of the Docks Manager. If by measurement 40 c. ft. will be considered one ton, and the rate per ton will be that at which the deadweight is chargeable.		
49	NAVAL AND MILITARY STORES.		
A	Naval and Military stores *bona fide* the property of Government, arms (including rifles), equipment, ordnance and commissariat stores, not exceeding 5 tons per piece or package	Ton	2 0 0
	Naval and Military stores *bona fide* the property of Government, arms (including rifles), equipment, ordnance and commissariat stores, when no weight is given or cannot be ascertained	Package	0 4 0

No. of Item.	Description of Goods.	How Charged.	Import and Export.
49	NAVAL AND MILITARY STORES —*contd.*		Rs a. p.
C	Naval and Military Stores *bona fide* the property of Government, arms (including rifles), equipment, ordnance and commissariat stores, packages over 5 tons in weight.	Under Item 30.	
50	OILS.		
A	Liquid fuel in bulk	12 Imperial gallons	0 1 6
B	,, ,, in casks or drums ..		
C	Oils, Lubricating in bulk discharged into the Trustees' Oil Pipe	Ton.	1 8 0
D	Oils, vegetable, mineral and animal, in tins, drums or cases under 3 cwts.	Imperial gallon	0 0 3½
E	Oils, vegetable, mineral and animal, in casks or drums of 3 cwts. or over	Ton.	1 8 0
F	Oils, kerosene, in tins, drums or cases	8 Imperial gallons.	0 2 0
G	Oils, kerosene, in bulk, discharged into Trustees' Oil Pipe ..	8 Imperial gallons.	0 1 0
	Paraffin wax	Ton.	2 0 0
	NOTE.—Vegetable mineral, and animal oils, imported or exported, in bottles, will be charged under Item No. 18B.		

No. of Item.	Description of Goods.	How Charged.	Import and Export.
			Rs. a. p.
51	OIL-CAKES	Ton.	1 4 0
52	OPIUM.		
A	Opium, package, up to 70 lbs. ..	Package.	0 12 0
B	„ „ over 70 „ ..	„	1 4 0
53	PAINTS, PAINTERS' MATERIALS, ETC.		
A	Lamp-black	Cwt.	0 4 0
B	Paints, dry and mixed	Ton	2 8 0
C	Turpentine and Turpentine substitutes	10 Imperial gallons or part of.	0 3 0
D	Varnish, French Polish, &c.	5 Imperial gallons or part of.	0 2 0
54	PAPER-MAKING MATERIALS.		
A	Pulp of wood or other paper making materials	Ton	2 0 0
B	Rags	Package	0 4 0
55	PERFUMERY AND PERFUMERY OILS.		
A	Dhowrie, rose and lavender flowers, dried, and incense ..	Ton	2 0 0
B	Musk	Package	1 4 0
C	Perfumery	Case	1 0 0
D	Perfumed essential and non-essential oils of all sorts ..	Package	1 0 0
E	Rose water	Case or drum.	0 3 0
F	„ „	Carboy.	0 1 0

No. of Item.	Dcription of Goods.	How Charged.	Import and Export.
56	PICTURES, PICTURE FRAMES, PRINTS, ENGRAVINGS, PHOTOGRAPHS AND WORKS OF ART INCLUDING SMALL CLAY AND METAL FIGURES.		Rs. a. p.
A	Clay figures, unpacked	Each	0 2 0
B	Mouldings	Package	2 0 0
C	Pictures, prints, engravings, photographs and works of art ..	,,	1 0 0
57	PITCH, TAR AND DAMMER ..	Ton	2 0 0
58	PLANTS AND BULBS INCLUDING SEEDS FOR SOWING.		
A	Garden seeds and seeds for sowing.	Package	0 8 0
B	Plants and bulbs, packed ..	,,	0 4 0
C	,, ,, unpacked ..	Dozen	0 4 0
D	,, ,, for Public Gardens in India.	Free	
59	POLISHES.		
..	Polishes and compositions for application to leather or metals	Cask Crate Case	1 0 0 0 12 0 0 8 0
60	PRINTING AND LITHOGRAPHIC MATERIAL (OTHER THAN PAPER).		
A	Lithographic stones	Ton	2 4 0
B	Printing material, type and dyes.	Package	0 8 0
61	RAILWAY AND TRAMWAY PLANT AND MATERIALS.	Under Items Nos. 30 and 43.	
62	SALT.		
A	Salt, in bulk or bags	Ton	0 8 0
B	,, refined	Package	0 4 0

No. of Item.	Description of Goods.	How Charged.	Import and Export.
			Rs. a. p.
63	SEEDS.		
..	Seeds of all kinds, not otherwise enumerated	Ton	0 12 0
64	SHELLS AND COWRIES.		
A	Shells of all kinds, loose or in bags	,,	2 0 0
B	,, ,, in cases	Case	0 8 0
65	SHIPS, PARTS OF, INCLUDING BOATS AND LAUNCHES AND GEAR FOR BOATS AND LAUNCHES.		
A	Boats and launches, under 1½ tons ..	Each	2 8 0
B	,, ,, over 1½ tons	Under Item 30	
C	Oars, Indian, unpacked	Dozen	0 4 0
D	,, foreign ,, ...	,,	0 8 0
E	Ship, launch and boat gear and appliances, not otherwise enumerated	Package	0 4 0
F	Ship, launch and boat gear loose..	Cart-load	0 8 0
		Coolie-load.	0 2 0
66	SILK.		
A	Piece-goods	Package	1 0 0
B	Raw silk, waste and yarn ..	,,	1 0 0
67	SMOKER'S REQUISITES (EXCLUDING TOBACCO)	,,	0 12 0
68	SOAP.		
A	Soap, perfumed	,,	0 8 0
B	,, bar and laundry	,,	0 2 0
C	,, soft	Ton	2 0 0
D	Soapnuts (rita and shikakai) ..	,,	2 0 0

No. of Item.	Description of Goods.	How Charged.	Import and Export. Rs. a. p.
69	SPECIE AND BULLION.		
A	Bullion and specie, gold and silver ..	Piece or Package.	0 12 0
B	Coins, other than „ „	Package	0 6 0
70	SPECIMENS, CURIOSITIES, MODELS, &c.	„	0 8 0
71	SPICES, &c. Betelnuts, cardamoms, cassia, chillies, cinnamon, cloves, ginger, nutmegs, pepper and otherwise unenumerated in bags	Ton	2 0 0
72	STARCH AND FARINA IN BAGS, CASKS, &c.	„	2 0 0
73	STATIONERY. PAPER, PASTE-BOARDS, MILLBOARDS AND CARD-BOARDS OF ALL KINDS.		
A	Ink, writing and printing ..	Cask or Package.	0 12 0
B	Slates and Slate pencils, school ..	Package	0 2 0
C	Stationery, paper, mill-boards and card-boards of all kinds ..	Package up to 5¼ cwts.	0 8 0
D	Stationery, paper, mill-boards and card-boards of all kinds ..	Over 5¼ cwts.	0 12 0
E	Do. etc., packed in cardboard cartons not exceeding 50 lbs. in weight	Carton	0 1 0
74	STONE AND MARBLE.		
A	Marble and stone, manufactured or sculptured, pumice stone, etc.	Dead-weight or ton of 40 c. ft.	2 4 0

No. of Item.	Description of Goods.	How Charged.	Import and Export.
	STONE AND MARBLE—*contd.*		Rs. a. p.
B	Road metal or rubble (without Port Trust labour)	Ton	0 6 0
C	Tablet stones	Case	0 8 0
75	SUGAR.		
A	Sugar, sugarcandy, jaggery and molasses ..	Ton	1 0 0
B	,, loaf or chopped	Package	0 4 0
76	TALLOW AND STEARINE INCLUDING GREASE AND ANIMAL FAT	Ton	2 0 0
77	TEA, BLACK AND GREEN	Package	0 4 0
78	TENTS AND PARTS THEREOF ..	..	1 0 0
79	TOBACCO, ETC.		
A	Beedies or country cigarettes ..	Package	0 4 0
B	Cigars, cheroots and foreign tobacco, manufactured or unmanufactured, not otherwise enumerated	Cwt.	0 8 0
C	Cigarettes	Case	0 12 0
D	Hookas	Package	0 2 0
E	Snuff	Case	0 8 0
F	Tobacco, country	Cwt.	0 4 0
80	TOILET REQUISITES	Case	0 8 0
81	TOYS, GAMES AND SPORTING REQUISITES	Package	0 8 0
82	UMBRELLAS, UMBRELLA FURNITURE, PARASOLS, WHIPS AND WALKING STICKS OF ALL KINDS	,,	0 8 0
83	WAX OF ALL KINDS EXCLUDING PARAFFIN WAX.		
..	Wax of all kinds not otherwise enumerated	,,	0 4 0

No. of Item.	Description of Goods.	How Charged.	Import and Export. Rs. a. p.
84	WOOD AND TIMBER.		
A	Bark	Ton	1 8 0
B	Boxes, packing cases, casks, barrels, etc., empty, made ..	Each	0 2 0
C	Firewood	Ton	0 12 0
D	Horse and cattle boxes, empty ..	Each	1 0 0
E	Sawdust	Bag or Package	0 1 0
F	Sandalwood and lignum vitæ ..	Ton	2 0 0
G	Shooks and staves for barrels, casks or hogsheads and Kerosene oil cases unmade.	Bundle Cask	0 2 0 0 8 0
H	Timber, blackwood, ebony, teak, pine, jarrah and other woods in logs and squares, sleepers, etc..	Ton of 50 c. ft.	1 12 0
I	Planks, scantlings and ceiling boards	,,	2 0 0
J	Woodenware	Case	0 8 0
K	Heads (tops and bottoms) and hoops for barrels, casks or hogsheads, unmade, packed together	Bundle Cask.	0 4 0 0 8 0
85	WOOL AND HAIR, RAW, AND ARTICLES MADE OF WOOL AND HAIR, INCLUDING FELT.		
A	Wool, woollen piece-goods and yarns up to 40 c. ft. each ..	Package	0 6 0
B	Wool, woollen piece-goods and yarns over 40 c. ft.	,,	0 12 0
C	Wool and hair, raw, unpressed..	Bale	0 12 0

No. of Item.	Description of Goods.	How Charged.	Import and Export. Rs. a. p.
	WOOL AND HAIR, RAW, AND ARTICLES MADE OF WOOL AND HAIR, INCLUDING FELT—*contd.*		
D	Wool and hair, raw, pressed ..	Bale	0 6 0
E	,, ,, ,, waste ..	,,	0 6 0
F	All other articles made of wool or hair	Bale, Case or package	0 8 0
86	UNENUMERATED GOODS.		
A	Goods packed in casks	Each	1 0 0
B	,, in crates	,,	0 12 0
C	,, in cases, bundles and bales ..	,,	0 8 0
D	,, in drums and kegs.	,,	0 4 0
E	,, in bags	,,	0 2 0
F	Heavy goods chargeable by weight	Ton	2 4 0
G	Mails	Free	
H	Post parcels not exceeding 11 lbs. in weight ..	,,	
I	,, exceeding 11 lbs. in weight	Each	0 2 6
J	Samples, small	Parcel	0 1 0
K	,, in cases, etc.	Package	0 6 0
L	Unpacked goods	Cart-load	0 8 0
M	,, ,, ...	Coolie-load.	0 2 0

SECTION I—*continued.*

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1. The foregoing charges will be levied on a minimum of one cwt. on goods charged at a rate per ton or per cwt. Charges leviable according to weight will ordinarily be assessed on the net weight of goods, as shown in the Customs Bills of Entry or Invoice; but the Trustees shall nevertheless be at liberty to assess such charges on weights ascertained by their employees at the time of landing or any subsequent date.

2. All goods charged per case or package, if exceeding 40 c. ft., will be charged double wharfage, except where otherwise enumerated.

(*a*) Packages and single items, for which a rate per package or item is prescribed in Section I, will be charged as heavy lifts under item 30 when they exceed 1½ tons in weight, except in instances in which the charge prescribed is higher than under item 30.

3. Cases, etc., containing assorted or sundry goods will be charged wharfage per package according to the most remunerative classification applicable to any item of the contents; when wharfage is levied on an *ad valorem* basis it will be assessed on the value of the relevant item only and not on the aggregate value of all items contained in the case.

4. For the assessment of wharfage, etc., on goods chargeable on measurement, importers must deposit with the Docks Manager certified copies of invoices and specifications (which will not be returned) with Customs documents and chappas. Measurements, etc., to be shown on English Standard in detail.

In respect of goods chargeable on weight, importers must produce Original invoices, if required.

5. On *bona fide* ships' stores (including live stock for use on voyage), furniture, tools and materials, imported or exported half wharfage charges only will be levied.

6. No charge will be levied on Horse Boxes accompanying horses, provided the Boxes are removed from Docks premises within 24 hours of landing. On the expiration of 24 hours Boxes will be treated as cargo and charged the ordinary wharfage rates.

7. Goods landed from boats or loaded from wharf into boats in Dock or at the Harbour Walls of the Docks, provided no Port Trust labour is employed, will be charged half the rates laid down in the Schedule. This fee will cover the right to storage for three days in either case ; thereafter the ordinary rent (extra fees) will be levied.

8. All goods, which have been charged full Docks import Wharfage will, if loaded into boats in the Docks by Port Trust labour, to be afterwards relanded at a Port Trust Bunder, be charged Hamallage only, *vide* Section X, Item A (*c*) instead of wharfage.

9. On cargo overcarried and landed in the Docks and re-shipped Transhipment charges as per Section VII will be levied.

10. On same bottom cargo landed in the Docks and re-shipped, full import wharfage as per Section I and Hamallage at Annas 8 per ton will be levied, except in respect of liquid fuel which shall be charged full import wharfage only.

11. No Docks wharfage charges will be levied on cargo or bunker coal landed from one hatch of a vessel and re-shipped in another for trimming or rearranging the vessel's cargo, provided it is not allowed to remain on the wharf and Trustees' labour is not utilized.

12. *Hazardous goods* (see Docks By-laws Nos. 104, 105 and 106) landed at the Docks and which have to be removed immediately to the Trustees' Hazardous Goods Warehouse situated in the Alexandra Docks, will incur charges for removal, storage and rent as detailed under Section III, Item D, of this Schedule.

13. Consignments of matches will be removed, at the request of consignees, to the special sheds in the Docks set apart for the storage of matches during the monsoon, at a charge of Annas 6 per case.

14. Dangerous, Explosive and Inflammatory goods landed at the Docks contrary to the By-laws must be immediately removed by a consignee, failing which they will be removed at his risk and expense to the Trustees' Warehouse reserved for such goods.

15. Dangerous, Explosive and Inflammable goods landed at the Docks contrary to the Docks By-laws will be charged wharfage at Annas 8 per package under Section I, Item 3 E.

16. The *bona fide* baggage of passengers consists of personal wearing apparel, household linen and personal effects as admitted by the Customs as *bona fide* baggage ; but articles such as arms, ammunition, pearls, precious stones, pianos, pianolas, carriages, motor cars, motor cycles and other items enumerated on the reverse of the Customs Baggage, Declaration Form are regarded as non-*bona fide* for the purpose of these rules.

17. Liquid fuel in bulk shipped for bunkers only will be charged half export wharfage, except as provided in Section I, Rule 10.

Small quantities of fuel oil discharged into Oil Companies' barges for the purpose of clearing the pipe lines or for changing from one quality of fuel oil to another will not be liable to wharfage provided that the fuel oil so discharged is subsequently pumped back into the Trustees' fuel oil pipes.

N. B.—Fractions of an anna.—In the total charges recovered in a chappa or bill, under this Section fractions of an anna less than six pies will be dropped, while six pies and over will be reckoned as one anna.

The minimum charge recovered in any chappa or bill shall not be less than one anna.

SECTION II.

Wharfage Charges.

SCALE OF SPECIAL RATES CHARGED ON ALL GOODS IMPORTED AND EXPORTED AT THE BOMBAY PORT TRUST DOCKS BY COASTING STEAMERS PLYING BETWEEN BOMBAY AND PORTS ON THE WEST COAST OF INDIA LYING BETWEEN AND INCLUSIVE OF MANGALORE IN THE SOUTH AND KARACHI IN THE NORTH.

EXTRA SPECIAL CLASS—4 *pies a maund, or* 9 *annas a ton.*

Cotton pressed.
Rice.

SPECIAL CLASS.—5½ *pies a maund, or* 12 *annas a ton.*

Ballast.
Bardans or used gunny bags.
Bricks, fire.
Chalk.
Coal and coke in bags.
Cocoanuts.
Coriander seed.
Firewood.
Grain, wheat, bajri, jowari, gram and barley, &c.
Myrabollams.
Ochre, of kinds.
Salt, country.
Saltpetre.
All kinds of seeds.
Tiles, Mangalore.
Vegetables, fresh.

1st CLASS.—7 *pies a maund, or* 15 *annas a ton.*

Alum.
Bamboos.
Bark, of sorts.
Bones, bone-dust and blood-manure.
Borax, unrefined.
Bottles, empty.
Bran.
Clay, China and fire.
Coal, coke, cinders, ashes, patent fuel.
Dates, wet and dry.
Disinfecting powder.
Flax.
Flour.
Glass, broken.
Goats' hair, pressed.
Groundnuts.
Hay and straw, pressed.
Hemp, pressed.
Hessians.
Horns, of kinds.
Jaggery.
Jute, pressed.

1st CLASS.—6 *pies a maund, or* 15 *annas a ton*—concld.

Kerosene oil.
Mats, country.
Mowra flowers.
Oil-cake.
Papadkhar, or country soda.
Skins, untanned.
Sugar.
Sugarcandy and molasses.
Tamarind.
Whiting.
Wool, pressed.

2nd CLASS.—8 *pies a maund, or Re.* 1-2-0 *a ton.*

Alkali (Sajeekhar).
Almonds.
Aloes.
Anchors.
Arrowroot.
Asphalt.
Assafœtida, coarse.
Beads.
Blood stones, Cambay stones and gold stones.
Brass and brassware.
Bricks, bath.
Buckets, iron.
Canvas.
Capoor çutchree.
Cardboards, strawboards.
Cassaware.
Cement.
Chillies, dried.
Clove-stems.
Cocum.
Coffee.
Coir, Fibre.
Coir pressed.
Coir, rope, cordage and yarn.
Columba root.
Cordage and rope, hemp, Europe and Manila.
Copra.
Corks.
Cowries.
Dammer.
Drugs, country.
Earthenware, piping, retorts, &c., for drainage (not packed).
Fat, grease, lard, and tallow.
Fish, dried.
Fruits, fresh or dried.
Ginger, dry.
Glue.
Gums of sorts.
Hemp, loose, in bundles.
Jars, common, large or small.
Lac.
Lac dye.
Lead, pig, piping, sheets and rolls.
Lead, black, white and red.
Lead shot.

2nd CLASS.—8 *pies a maund, or Re.* 1-2-0 *a ton.*—concld.

Linen piece-goods.
Liquorice root.
Mats, foreign.
Matting, coir.
Mineral waters.
Mother-o'-pearl shells.
Nails of sorts.
Nux-vomica.
Oils, linseed, castor, gingelly, &c.
Olibanum or incense.
Orsidue or brass leaves.
Paints, oil.
Paper, of kinds (including bales of newspapers).
Pitch.
Raisins.
Rattans.
Sago.
Salammoniac.
Sandalwood.
Shikakhai.
Shovels.
Soap, soft and bar (country).
Soapnuts.
Spelter and solder.
Sulphur.
Tiles, flooring and foreign.
Thread.
Timber in logs.
Timber planks & scantlings.
Tin of kinds.
Tortoise shells.
Turmeric.
Twine.
Umbrellas.
Waste, cotton, twist and wool.
Wire.

3rd CLASS.—10 *pies a maund, or Re.* 1-6-0 *a ton.*

Ale, beer and porter, in casks.
Aerated waters.
Antimony.
Apparel not accompanying passengers.
Arsenic.
Bangles.
Beef and pork.
Bees' wax.
Betelnuts.
Biscuits.
Boots and shoes.
Bottles, empty, medicine phials.
Butts, pipes and puncheons (empty).
Carpets.
Casks and hogsheads, empty.
Cheese.
Cochineal.
Copperas, sulphate of iron and sulphate of copper.
Copper sheets, slabs, ware and wire.
Cotton, raw, unpressed.

3rd CLASS.—10 *pies a maund, or Re.* 1-6-0 *a ton*—concld.

Cumin seed.
Dyes, country.
Earthenware, foreign, for sanitary purposes (packed).
Fans.
Felt.
Furniture and chairs.
Garlic.
Ghee.
Goats' hair, unpressed.
Glassware.
Gunny pieces and bags.
Haberdashery, hosiery, etc.
Hams.
Hardware.
Harness and harness requisites.
Indian condiments.
Indigo.
Ink.
Iron, bar iron, hoops, scrap, sheets, etc.
Ironmongery.
Iron or steel, including girders, castings, pipes, &c.
Khoot wood.
Metals, unenumerated.
Oil cloth and floor cloth.
Pearls, imitation.
Pepper and pepper roots.
Piece-goods, Cotton.
Rose flowers, dried.
Saddlery.
Safflower.
Shajeera.
Salt, refined.
Sapan wood.
Senna leaves.
Silk, raw.
Soap, foreign.
Spices.
Spirits and liquors, in wood
Stationery, unenumerated.
Steel, fagot, keg, spring and octagon.
Tar.
Tinplates.
Tobacco, country and foreign.
Twist and yarn.
Varnish.
Vermilion.
Wool, unpressed.
Wool, Berlin.
Yellow metal sheets, etc.
Zinc sheets, etc.

4th CLASS.—12 *pies a maund, or Re.* 1-11-0 *a ton.*

Ale, beer, porter and cider, in bottles.
Acids, carbolic, citric, gallic and tannic.
Baskets, cane.
Books.
Camphor.
Camphor wood drawers and boxes.
Chemicals, drugs and medicines.

4th CLASS.—12 *pies a maund, or Re.* 1-11-0 *a ton*—concld.

China and Japanware.
China preserves.
China roots.
Cigars and Cheroots.
Crockery, Queen's porcelains and earthenware not otherwise enumerated.
Cutlery.
Fishmaws.
Groceries, Provisions and Oilmanstores, not specifically enumerated in this section.
Hides, buffalo, &c.
Jars, fancy, China and Japan.
Leather, country or foreign.
Marble and marble slabs.
Perambulators.
Piece-goods, cotton-silk mixture and woollen.
Plants.
Shark fins, samoodar fins.
Shells.
Skins, goats and sheep, tanned.
Toys.
Trunk and boxes.
Turpentine.

5th CLASS.—14 *pies a maund, or Rs.* 2-0-0 *a ton.*

Acids, other than carbolic, citric, gallic and tannic.
Attar.
Bhang.
Candles.
Cardamoms.
Clocks.
Confectionery.
Coral.
Crackers, China.
Elephants' tusks and Moyes' teeth (ivory).
Feathers.
Glass, window.
Instruments, drawing, mathematical, &c.
Lace and thread, gold and silver or kinkob.
Musk.
Naphtha.
Oils, perfumed.
Perfumery, pomades, &c.
Piece-goods, silk and velvet.
Quicksilver.
Rose-water.
Sandalwood boxes and ware.
Shawls, Cashmere and Delhi.
Tea.
Wines and spirits, in bottles.

Note.—The Dock charges will be recovered on avoirdupois weight. The equivalent maund rate is merely given for the information of merchants. A maund is equal to 82⅔ lbs.

Personal baggage accompanying passengers and regarded as *bona fide* will be passed free, but extra goods, unmanifested and not regarded as *bona fide* baggage will be charged the rate provided under Section I, Item 2 E.

Wharfage on sand and building materials discharged from boats at the Ballard Pier Wharf, when no Port Trust labour is supplied, shall be levied at the rates specified under item 7 of the Bunder Scale of Rates.

All articles not enumerated in the foregoing Schedule will be charged wharfage at the rates laid down under Section I.

In all questions that arise with regard to *miscellaneous charges, rents, overside fees, night and holiday work, transhipment, crandye charges, &c.*, the rules laid down in the General Rate Book for the Wet Docks will apply.

Fractions of an anna.—In the total charges recovered in a chappa or bill under this Section fractions of an anna less than six pies will be dropped, while six pies and over will be reckoned as one anna.

The *Minimum charge* for any package shall not be less than *one anna.*

SECTION III.

Rents.

A.—STORAGE CHARGES ON GOODS IN DOCKS TRANSIT SHEDS AND YARDS.

Imports—

(*a*) *Free days—*

All goods will be allowed storage in Docks, free of rent for 5 days.

No free days will be allowed in respect of coal, coke, cinders, ashes, patent fuel, dust or rubbish.

The day fixed as the General Landing Date for a vessel's cargo shall be counted as one of the Free days.

In computing the number of free days, Sundays and Holidays enumerated in By-law No. 118 as well (in the case of dutiable goods only) as any other days on which Imperial Customs Duty may not be received, will be omitted.

(*b*) *Extra fees—*

On the expiration of the "free days" an extra fee or charge calculated at the rate of half wharfage will be levied upon all goods until delivery is effected, as follows :—

In respect of all goods, dutiable and duty free, except iron and steel, as specified under Section I, item 46-*C*, of this Schedule :—

One extra fee for every 2 days, including Sundays and all Holidays or part thereof up to 30 days from date of landing.

In respect of iron and steel, as specified under Section I, Item 46-*C*, of this Schedule :—

One extra fee for the first 7 days, including Sundays and all Holidays, or part thereof and thereafter one extra fee for every succeeding 2 days, including Sundays and all Holidays or part thereof up to 30 days from date of landing.

On the expiration of 30 days from date of landing of all goods (including iron and steel) two extra fees will be levied for every succeeding two days including Sundays and all Holidays or part thereof.

(*c*) In cases where any consignment or part thereof of iron or steel, as specified under Section I, Item 46-*C*, of this Schedule, shall be landed from a vessel unmarked, or, in the opinion of the Docks Manager, so insufficiently marked as to prevent the delivery of the whole consignment according to the Bill of Lading, he shall have the whole of such consignment sorted *according to sizes* as far as possible and shall charge the Master, Owner or Agents of the vessel, the cost of such sorting at the rate of twelve annas per ton. The "free days" in such instance shall count from the date on which the Docks Manager shall notify that the iron or steel is sorted and ready for delivery.

(*d*) On goods shown as "excess" in outturns of vessels whose cargoes have been stored in the Docks, one-fourth of the single extra fees will be charged from the date of expiration of the free days to date of expiration of five days after submission of outturns. Single extra fees will then be levied for fifteen days, and thereafter double extras until date of delivery.

(*e*) On goods landed at the Docks and loaded into Railway wagons extra fees incurred may be waived, provided that the importer has submitted requisitions for wagons before expiry of the "free days" on completed Customs documents and that a certificate from the Railway Manager is produced stating that the delay in loading was due to non-supply of railway wagons.

Note.—The Docks Manager has discretionary power to carry forward to the next working day any Railway wagons supplied so late in the afternoon of the last free day as to render loading on that day to be impracticable in his opinion.

(*f*) Goods detained by the Customs Department for Special examination will be exempt from extra fees during such period of detention as may be certified by the Collector of Customs to be not attributable to any fault or negligence on the part of importers plus two working days. Certification by the Customs will be given by endorsement on relative duplicate copies of Bills of Entry.

Exports—

Goods for Shipment.	Period free of rent.	How charged.
(*a*) Stored in Docks open yards at Owner's risk.	10 days.	An extra fee or charge calculated at the rate of half wharfage fee to which the goods may be liable for every 3 days or part thereof.
(*b*) Stored in Docks transit sheds. *Note.*—Exporters must elect whether goods are to be stored in the open or in the transit sheds.	7 days.	
(*c*) If not shipped but removed from Docks by boats or carts :—		
(1) Provided Trustees' labour is not utilised.	*Nil.*	An extra fee or charge calculated at the rate of half wharfage fee for every 3 days or part thereof.
(2) Provided Trustees' labour is employed. *Note.*—Shut-out cargo must be removed by owners on receipt of 3 days' notice from the Docks Manager. In cases of non-compliance the Docks Manager may remove such goods to a place of storage at the expense of owners.		As Exports under Clauses (*a*) and (*b*).
(*d*) Railed into Docks and stored in the rail-borne cargo sheds for shipment and not taken to the transit sheds but removed into town.	*Nil.*	Docks unloading, carting and clerical charges and half export wharfage *plus* ground rent from the date the goods were received in Docks.

Goods for Shipment.	Period free of rent.	How charged.
(*e*) Railed direct into Docks and found to be unfit for shipment—		
(1) Provided removed from Docks within 24 hours.	Free	Docks unloading, carting and clerical charges but no wharfage.
(2) When not removed from Dock within 24 hours.	*Nil.*	Docks unloading, carting and clerical charges *plus* rent under Clause (*c*) (1) if stored in the transit sheds, or rent and half export wharfage under Clause (*d*) if stored in the rail-borne cargo sheds.
(*f*) Brought direct to the transit sheds by rail or from the rail-borne cargo sheds and shipped.	*Vide* Clauses (*a*) and (*b*)	As ordinary export cargo under Clauses (*a*) and (*b*) from date of receipt at the transit sheds.

EXCEPTION.—On cargo railed into Docks by Bombay Port Trust Railway wagons from the Grain and Cotton Depots under the orders of, and with permission from, the Docks Manager and on which Customs and Shipping Agents' Passes have been issued, no extra fees or ground rent charges will be levied, provided such cargo is actually shipped on the vessel for which it was railed in. If such rail-borne cargo is shut out, or, for any reason, is not shipped, the ordinary charges from the date of arrival will be levied.

Goods for Shipment.	Period free of rent.	How charged.
(*g*) Brought into Docks by lighters for overside shipment but landed on the Docks quays by shippers' own labour.	*Vide* Clauses (*a*) and (*b*)	Half import wharfage as per this Schedule and thereafter as ordinary Exports under Clauses (*a*) and (*b*); the date of landing to be reckoned as the date of receipt.

In computing the number of free days for charging rents Sundays and the Holidays enumerated in By-law No. 118 will be omitted.

The sanctioned holidays recognised by the Trustees shall be Christmas Day (25th December), New Year's Day (1st January), Good Friday, the Sovereign's Birthday and any special occasion ordered by the Trustees.

B.—Ground Rent Charges.

Ground rent charges in Docks storage sheds and yards other than Docks transit sheds or yards, by special arrangement:—

(*a*) In sheds, per 500 square feet per mensem .. Rs. 50

(*b*) In the open yards at owner's risk per 500 square feet per mensem .. .. .. ,, 30

As a special temporary measure—instead of the extra fees leviable under Section III, Rents, A. Imports,—Ground Rent charges as per note 4, Section II, Rents, of the Bunder Scale of Rates, shall be levied on sand and building materials discharged from boats at the Ballard Pier wharf.

Note.—The above charges are subject to a minimum calculated as for $\frac{1}{5}$ of 500 sq. feet per consignment.

C—Storage Charges on Goods in Docks Duty-Paid Warehouses.

Item	Description of Goods.	Charges. Per	Storing charges for removing by consignee.	Rent per week or portion of a week.
			Rs. a. p.	Rs. a. p.
1	Apparel including boots and shoes	C. ft.	0 0 5	0 0 2
2	Bangles, glass	Case.	0 3 9	0 3 0
3	Books, book covers, manuscript, ruled and printed matter, including maps and charts	C. ft.	0 0 5	0 0 2
4	Brushes and brooms, and material for manufacture of	,,	0 0 5	0 0 2
5	Building and engineering materials not made of metals	Ton.	0 9 0	0 3 0
6	Carpets, oil cloth and floor coverings	C. ft.	0 0 5	0 0 2
7	Carriages, carts, bicycles and parts thereof including motor car accessories	,,	0 0 5	0 0 2
8	Chemicals and chemical products in cases ..	,,	0 0 5	0 0 2
8A	Chemicals and chemical products in casks, kegs, drums and bags	Ton.	0 9 0	0 3 0
9	Clocks, watches and other time-pieces	C. ft.	0 0 5	0 0 2
10	Cordage and rope of all kinds	Ton.	0 9 0	0 3 0
11	Cork and corkwood sheets.	C. ft.	0 0 5	0 0 2
12	Cotton, articles made of, not otherwise enumerated	,,	0 0 5	0 0 2

Item	Description of Goods.	Charges.			
		Per	Storing charges for removing by consignee.	Rent per week or portion of a week.	
			Rs. a. p.	Rs. a. p.	
13	Drugs and medicines ..	C. ft.	0 0 5	0	2
14	Drums or casks, empty, exceeding 36 Imperial gallon capacity	Each.	..	0	4 0
14A	Drums or casks, empty, not exceeding 36 Imperial gallon capacity ..	,,	..	0	2 0
15	Dyes and dyeing and tanning materials	C. ft.	0 0 5	0	0 2
16	Earth and clay	Ton.	0 9 0	0	3 0
17	Fire arms	Each.	0 4 6	0	3 0
18	Fruits, hops, edible nuts in bags	Ton.	0 9 0	0	3 0
18A	Fruits, hops, edible nuts in cases, barrels and crates	C. ft.	0 0 5	0	0 2
19	Furniture and cabinetware.	,,	0 0 5	0	0 2
20	Glass, glassware, earthenware and empty glass bottles	,,	0 0 5	0	0 2
21	Grain, flour and pulse ..	Ton.	0 7 6	0	1 6
22	Groceries, provisions and oilmanstores in cases and casks	C. ft.	0 0 5	0	0 2
22A	Groceries, provisions and oilmanstores in bags ..	Ton.	0 9 0	0	3 0
23	Gum of sorts	,,	0 9 0	0	3 0
24	Gunnies	Pkg.	0 4 6	0	1 6
25	Hardware including electro-plated ware	Ton.	0 9 0	0	3 0
25A	Hardware including electro-plated ware when no weight is given	C. ft.	0 0 5	0	0 2

Item	Description of Goods.	Charges.			
		Per	Storing charges for removing by consignee.	Rent per week or portion of a week.	
			Rs. a. p.	Rs. a. p.	
26	Hides and skins, raw or cured	Ton.	0 9 0	0 3 0	
27	Instruments, apparatus and parts thereof including musical instruments ..	C. ft.	0 0 5	0 0 2	
28	Jewellery, plate, gold and silver	Package.	1 8 0	0 12 0	
29	Jute, articles made of, not otherwise enumerated ..	C. ft.	0 0 5	0 0 2	
30	Leather and articles made of leather not otherwise enumerated	„	0 0 5	0 0 2	
	Liquors and spirits including methylated spirits—				
31A	Ale, beer, porter and cider in wood	Hogshead.	0 12 0	0 3 0	
31B	Ale, beer, porter and cider in cases	1 doz. quarts or 2 doz. pints.	0 1 0	0 0 4	
31C	Spirits, including methylated spirits, liquors and wine in wood	Imperial gallon.	0 0 6	0 0 1	
31D	Spirits, including methylated spirits, liquors and wine in cases	1 doz. quarts or 2 doz. pints.	0 1 0	0 0 4	

Item	Description of Goods.	Per	Charges. Storing charges for removing by consignee.	Rent per week or portion of a week.
			Rs. a. p.	Rs. a. p.
32	Machinery and parts of machinery not otherwise enumerated	Ton.	1 8 0	0 12 0
32A	Sewing machines and typewriters	C. ft.	0 0 5	0 0 2
32B	Coir discs in reels	,,	0 0 5	0 0 2
33	Metals—Aluminium, brass, copper, yellow metal, spelter, tin and zinc including sheets thereof ..	Ton.	0 9 0	0 3 0
33A	Articles made of aluminium, brass, copper, yellow metal, spelter, tin and zinc not otherwise enumerated	C. ft.	0 0 5	0 0 2
33B	Iron and steel, bar, rod, hoop, scrap, sheets, plates galvanized, iron pipes and tubes including corrugated sheets loose or in cases	Ton.	0 9 0	0 1 11
34	Motor cars, bodies and chassis and motor cycles.	,,	1 8 0	0 12 0
35	Newspapers, old, in bales .	C. ft.	0 0 5	0 0 2
36	Paper making materials ..	,,	0 0 5	0 0 2
37	Paper of all kinds including blotting paper, wall paper, strawboards and mill-boards	Pkg. up to 5 cwt.	0 4 6	0 1 2
37A	Do. do. ..	Pkg. over 5 cwt.	0 6 0	0 1 6

Item	Description of Goods.	Charges. Per	Storing charges for removing by consignee.	Rent per week or portion of a week.
			Rs. a. p.	Rs. a. p.
38	Perfumery	C. ft.	0 0 5	0 0 2
38A	Eau-de-Cologne	Pkg. of 50 doz.	0 8 0	0 2 0
38B	Do.	Pkg. of 25 doz.	0 4 0	0 1 0
39	Pictures, picture frames, prints, engraving, photographs and works of art	C. ft.	0 0 5	0 0 2
40	Piece-goods, cotton ..	Pkg. under 15 c. ft.	0 2 0	0 1 2
40A	Do. do. ..	Pkg. of 15 c.ft. and over per c. ft.	0 0 3	0 0 2
41	Piece-goods, linen, woollen and silk	Pkg. under 15 c. ft.	0 3 0	0 1 2
41A	Do. do. do. ..	Pkg. of 15 c.ft. and over per c. ft.	0 0 3	0 0 2
42	Polishes and compositions for application to leather or metals	C. ft.	0 0 5	0 0 2
43	Printing and lithographic material other than paper	„	0 0 5	0 0 2

Item	Description of Goods.	Charges. Per	Storing charges for removing by consignee. Rs. a. p.	Rent per week or portion of a week. Rs. a. p.
44	Salt in bags	Ton.	0 9 0	0 3 0
45	Seeds in bags	,,	0 9 0	0 3 0
46	Shawls, cotton	Pkg.	0 2 3	0 1 2
46A	Shawls, woollen and silk ..	,,	0 4 6	0 6 0
47	Smokers' requisites excluding tobacco	C. ft.	0 0 5	0 0 2
48	Soap, toilet bar, and laundry	,,	0 0 5	0 0 2
49	Specimens, curiosities, models, etc.	,,	0 0 5	0 0 2
50	Specie and bullion	Pkg.	0 12 0	0 0 0
51	Spices—Betelnuts, cardamoms, cassia, cinnamon, cloves, ginger, nutmegs, pepper in bags and bundles	Ton.	0 9 0	0 3 6
52	Starch and farina in bags, casks, etc.	,,	0 9 0	0 3 0
53	Stationery including ink and school slates but excluding paper ..	C. ft.	0 0 5	0 0 2
54	Sugar	Ton.	0 7 6	0 1 6
55	Tea	Pkg.	0 0 9	0 0 9
56	Tobacco, including cigars and cheroots	Cwt.	0 3 0	0 0 9
56A	Cigarettes	C. ft.	0 0 6	0 0 2
57	Toilet requisites	,,	0 0 5	0 0 2
58	Toys, games and sporting requisites	,,	0 0 5	0 0 2
59	Twist and yarn, cotton ..	Pkg. under 15 c. ft.	0 2 3	0 1 2

Item	Description of Goods.	Charges. Per	Storing charges for removing by consignee.	Rent per week or portion of a week.
			Rs. a. p.	Rs. a. p.
59A	Twist and yarn, cotton ..	Pkg. of 15 c. ft. & over, per c. ft.	0 0 3	0 0 2
60	Twist and yarn, woollen and silk, and silk raw ..	Pkg. under 15 c. ft.	0 2 3	0 1 6
60A	Do. do. ..	Pkg. of 15 c.ft. & over per c. ft.	0 0 3	0 0 2
61	Umbrellas, umbrella furniture and parasols, whips and walking sticks of all kinds	C. ft.	0 0 5	0 0 2
62	Wood and timber and woodenware ..	,,	0 0 5	0 0 2
63	Wool, articles made of, not otherwise enumerated..	,,	0 0 5	0 0 2
	Unenumerated goods—			
64A	If charged by measurement	(*a*) if charged by measurement. C. ft.	0 0 5	0 0 2
64B	If charged by weight ..	(*b*) if charged by weight. Ton.	0 9 0	0 3 0

Item	Description of Goods.	Per	Charges. Rs. a. p.
65	*Miscellaneous Charges—*		
A	Opening and folding charges, copper, yellow metal, etc. ..	Bundle	0 0 9
B	Rebagging and recovering charges ..	Bag or Pkg. ..	0 0 9
C	Scale rent	Day	0 12 0
D	Certificates of weight or measurement ..	Each	1 8 0
E	Duplicate Chappas ..	,, ...	0 4 0
F	For attendance of clerk in court or for supervision in warehouses of weighing or rebagging operations	Day or part of day.	4 8 0
G	Night work, Sunday or Holiday work ..	Each warehousor, per night or day.	22 8 0
H	Do. do. ..	Each warehousor, per half night or day.	11 4 0

Item.	Description of Goods.	Per	Charges.
			Rs. a. p.
1	For opening packages, etc.	Package	0 1 6
2	Verifying Stock Lists .	List	22 8 0

NOTES.- (*i*) In the case of goods charged according to measurements merchants are required to get the measurement endorsed on their Delivery Orders by the Asstt. Manager, Docks Warehouses, or furnish certified copies of original Invoices.

(*ii*) Goods charged under item "Machinery" and item "Motor cars" will be assessed by measurement or deadweight whichever is greater except in respect of storage charges as per column 4, which will be assessed on deadweight only. If by measurement 40 c. ft. will be taken to the ton.

(*iii*) The classification of goods as detailed in the General Index to the B. P. T. Docks Scale of Rates as the case may be is applicable to the above charges unless otherwise specified.

(*iv*) Measurement charges are levied at per cubic foot or part thereof, per case or single unit.

(*v*) In the total charges recovered in a chappa or bill fractions of an anna less than six pies will be dropped while six pies and over will be reckoned as one anna. The minimum charges recovered in any chappa or bill shall not be less than one anna.

D.—STORAGE CHARGES ON GOODS REMOVED TO DOCKS HAZARDOUS GOODS WAREHOUSES.

Item.	Description of Goods.	How charged.	Removal.			Storage.			Rent per week or part of a week.		
			Rs.	a.	p.	Rs.	a.	p.	Rs.	a.	p.
1	Acids	Package .	0	3	9	0	2	3	0	1	6
2	Aloes, Indian ..	Bale ..	0	6	0	0	3	0	0	1	6
3	Candles	Cwt. ..	0	2	3	0	0	9	0	1	6
4	Caoutchouc ..	Package	0	3	9	0	2	3	0	1	6
5	Carbide of Calcium .	Cwt. ..	0	2	3	0	0	9	0	1	6
6	Cartridges, loaded safety	Package	0	2	3	0	0	9	0	1	6
7	Coir	Bale ..	0	6	0	0	3	0	0	1	6
8	Cotton	Package .	0	6	0	0	3	0	0	1	6
9	Cotton fly	Bale ..	0	6	0	0	3	0	0	1	6
10	Crackers of all kinds	Package	0	2	3	0	0	9	0	1	6
11	Fibres of all kinds .	Bale ..	0	6	0	0	3	0	0	1	6
12	Flax..	,, ..	0	6	0	0	3	0	0	1	6
13	Grasses of all kinds..	,, ..	0	6	0	0	3	0	0	1	6
14	Hemp	,, ..	0	6	0	0	3	0	0	1	6
15	Jute	,, ..	0	6	0	0	3	0	0	1	6
16	Lamp-black ..	Cwt. ..	0	2	3	0	0	9	0	1	6
17	Matches	Package. .	0	6	0	0	3	0	0	3	0
18	Oils, mineral, in casks	Ton ..	2	4	0	0	12	0	0	3	0
19	Oils, vegetable, in casks	,, ..	2	4	0	0	12	0	0	3	0
20	Oils in tins, drums, cases	Per 10 imp. galls.	0	3	9	0	2	3	0	1	6
21	Oil of vitriol ..	Package.	0	3	9	0	2	3	0	1	6
22	Paints, oil	Ton ..	2	4	0	0	12	0	0	3	0
23	Percussion caps ..	Package.	0	2	3	0	0	9	0	1	6
24	Pitch and dammer	Ton ..	2	4	0	0	12	0	0	3	0
25	Rhea	Bale ..	0	6	0	0	3	0	0	1	6
26	Rosin	Ton ..	2	4	0	0	12	0	0	3	0
27	Sulphur	,, ..	2	4	0	0	12	0	0	3	0

Item.	Description of Goods.	How charged.	Removal.			Storage.			Rent per week or part of a week.		
			Rs.	a.	p.	Rs.	a.	p.	Rs.	a.	p.
28	Tallow and stearine.	Ton ..	2	4	0	0	12	0	0	3	0
29	Tar	,, ..	2	4	0	0	12	0	0	3	0
30	Turpentine ..	Per 10 imp. galls.	0	2	3	0	0	9	0	1	6
31	Varnish	Do. ..	0	2	3	0	0	9	0	1	6
32	Waste	Bale ..	0	6	0	0	3	0	0	1	6
33	All goods not enumerated	Package	0	6	0	0	3	0	0	1	6

NOTE.—Charges on hazardous goods confiscated by Government and stored in the Trustees' Hazardous Goods Warehouse will be levied against Government with effect from the date of confiscation according to the rates in force in the schedule for Bonded goods.

E.—STORAGE CHARGES ON GOODS REMOVED TO DOCKS SALE WAREHOUSE, ALEXANDRA DOCK, UNDER SECTION 64 OF THE BOMBAY PORT TRUST ACT, 1879.

Description of Goods.	How charged.	Removal and Storage.			Rent per week or part of a week.		
		Rs.	a.	p.	Rs.	a.	p.
Ale, beer, porter and cider in wood.	H'hds. ..	1	3	6	1	2	0
Do. in cases	1 doz. qts. or 2 ,, pints.	0	1	11	0	2	0
Almonds	Ton	2	7	9	2	4	0
Apparel	C. Ft. ..	0	1	11	0	1	0
Boots and Shoes	,, ..	0	1	11	0	1	0
Cigarettes	,, ..	0	1	0	0	1	0
Coffee	Ton	2	7	9	0	12	0
Copper sheets	,, ..	2	7	9	1	8	0
Dyes	C. Ft. ..	0	1	0	0	1	0
Electro-plated ware ..	,, ..	0	1	0	0	1	0

Description of Goods.	How charged.	Removal and Storage.	Rent per week or part of a week.
		Rs. a. p.	Rs. a. p.
Eau-de-Cologne	Pkg. of 50 doz.	0 12 9	0 12 0
Do.	,, 25 ,,	0 6 5	0 6 0
Firearms	Each ..	0 6 0	0 12 0
Glassware and earthenware.	C. Ft. ..	0 1 0	0 1 0
Gunnies	Bale ..	0 10 2	0 12 0
Hardware	Ton ..	2 7 9	2 4 0
Iron, including corrugated sheets loose or in cases, iron and steel bars and bundles.	,, ...	2 7 9	1 8 0
Jewellery	Pkg. ..	1 11 0	3 0 0
Machinery	Ton ..	2 7 9	3 0 0
Motor-Cars	,, ..	2 7 9	3 0 0
Newspapers, old, in bales.	C. Ft. ..	0 1 11	0 2 0
Oilmanstores	,, ..	0 1 0	0 1 0
Paper in bales or cases including wall-paper and strawboards.	,, ..	0 1 11	0 2 0
Piece-goods, cotton, packages upto 15 cubic feet	Pkg. ..	0 5 3	0 6 0
Piece-goods, cotton, packages over 15 c. ft.	C. Ft. ..	0 0 6	0 1 0
Piece-goods, woollen and silk, pkgs. upto 15 c. ft.	Pkg. ..	0 10 6	0 12 0
Piece-goods, woollen and silk, packages over 15 c.ft.	C. Ft. ..	0 1 0	0 2 0
Silk, raw	Pkg. ..	0 10 2	1 2 0
Silver, bullion or specie ..	,, ..	0 12 9	1 8 0
Soap, bar	,, ..	0 3 5	0 6 0
Do. toilet	,, ..	0 6 9	0 12 0
Spirits, including methylated spirits, liquors and wines, in wood. ..	Imp. gallon..	0 1 0	0 0 6

Description of Goods.	How charged.	Removal and Storage.	Rent per week or part of a week.
		Rs. a. p.	Rs. a. p.
Spirits, including methylated spirits, liquors and wines in cases.	1 doz. qts. or 2 ,, pints.	0 1 11	0 2 0
Stationery	C. Ft. ..	0 1 0	0 1 0
Sugar	Ton ..	2 7 9	0 9 0
Tea	Chest ..	0 12 9	0 6 0
Tobacco	Cwt. ..	0 4 11	0 4 6
Yellow metal	Ton ..	2 7 9	1 8 0
Zinc sheets	,, ..	2 7 9	1 8 0
Unenumerated Goods			
(*a*) Packed in casks ..	Each ..	1 3 6	1 8 0
(*b*) Do. in crates ..	,, ..	0 12 9	1 2 0
(*c*) Do. in cases, bundles or bales.	,, ..	0 10 2	0 12 0
(*d*) Do. in drums and kegs.	,, ..	0 6 5	0 6 0
(*e*) Do. in bags ..	,, ..	0 3 5	0 6 0
(*f*) Heavy goods chargeable by weight	Ton ..	2 7 9	3 0 0
(*g*) Goods chargeable on measurement.	C. Ft. ..	0 1 11	0 1 0

Five days free of rent will be allowed for delivery after sale of goods by auction, thereafter the above rates will be levied.

N.B.—Fractions of an anna.—In the total charges recovered in a chappa or bill, under this Section fractions of an anna less than six pies will be dropped, while six pies and over will be reckoned as one anna.

The minimum charge recovered in any chappa or bill shall not be less than one anna.

SECTION IV.

Docks Dues on Vessels.

Dock Dues.—Chargeable against Masters, Owners or Agents of vessels in addition to charges on goods.—

(*a*) On steam and square-rigged vessels berthed inside the Docks or at the East Harbour Wall of the Docks, except as provided under (*b*), (*c*), (*e*) and (*f*)—

(1) For every vessel under 1,500 tons, a charge of 2 pies per ton of net registered tonnage for each day or part of a day with a minimum charge of Rs. 40.

(2) For every vessel of 1,500 tons and upwards, a charge of 3 pies per ton of net registered tonnage for each day or part of a day with a minimum charge of Rs. 75.

(*b*) On steam and square-rigged vessels berthed (1) at the Ballard Pier or (2) at the Alexandra Dock Harbour Wall and making use of the Passenger Shed at No. 18 Berth—

A charge of four pies per ton of net registered tonnage for each day or part of a day, with a minimum charge of Rs. 150.

(*c*) On steam and square-rigged vessels landing or embarking passengers only at the East Harbour Wall of the Dock without making use of the Passenger Shed at No. 18 Berth a fixed charge of Rs. 25 will be made for each day or part of a day.

(*d*) On every boat, barge and country craft (not square-rigged) entering the Docks—

A charge of Re. 1 per day or part of a day.

(*e*) On vessels berthed inside the Docks or at the East Harbour Wall of the Docks undergoing repairs and not working cargo—

(1) For vessels not exceeding 250 ft. in length, Rs. 25 per diem.

(2) For vessels exceeding 250 ft. but not exceeding 400 ft. in length, Rs. 50 per diem.

(3) For vessels exceeding 400 ft. in length, Rs. 75 per diem.

Notes.—(*i*) Vessels will not be charged for Sundays or the Holidays enumerated in By-law No. 118 if no work is done.

(*ii*) The day that a vessel enters and the day she leaves the Docks or the East Harbour Wall of the Docks shall be counted as one day.

N.B.—The concessions under notes (*i*) and (*ii*) are not cumulative when the date of entry and/or departure of a vessel falls on a day which is a *dies non* under the provisions of note (*i*).

(*f*) Vessels undergoing repairs, or otherwise preventing the usual working use of any berth inside the Docks or at the Harbour Wall may be required to pay special charges as under :—

(1) After expiry of such period of occupation at repairing rates as the Docks Manager may decide, a charge which may extend to Rs. 200 per day or part of a day at the discretion of the Docks Manager.

(2) After expiry of such period of occupation at repairing rates as the Board may decide, a charge which may extend to Rs. 500 per day or part of a day at the discretion of the Board.

N.B.—*Fractions of an anna.*—In the total charges recovered in a chappa or bill, under this Section fractions of an anna less than six pies will be dropped, while six pies and over will be reckoned as one anna.

The minimum charge recovered in any chappa or bill shall not be less than one anna.

SECTION V.

Night, Holiday and Sunday Work Charges.

A.—Charges against *Masters, Owners or Agents of vessels* in respect of every vessel permitted to work cargo within the Docks to and from shore or overside and at the East Harbour Wall of the Dock to and from shore only :—

Per night from 7-30 P.M. to 3-30 A.M. or midnight to 6 A.M.	Per half night from 7-30 P.M. to midnight or midnight to 3-30 A.M.	On holidays as enumerated under Docks By-law 118.		At any time between 6 a.m. on Sunday and 6 a.m. on Monday.
		Per day.	Per half day.	
Rs. 70	Rs. 35	Rs. 50	Rs. 25	Rs. 200

Note.—Day charges for Sundays and holidays will be waived for the landing and shipment of livestock and such fodder and fittings as may be required for use in connection therewith immediately on landing or shipment.

B.—Charges against *Masters, Owners or Agents of vessels* in respect of—

(*a*) Every vessel berthed at the East Harbour Wall of the Docks and permitted to work cargo overside only into or from boats.

(*b*) Every bulk oil vessel pumping oil into the Trustees' oil pipes.

(*c*) Every vessel bunkering from the Trustees' oil pipes both at the Harbour Wall and within the Docks.

Per night from 7-30 P.M. to 3-30 A.M.	Per half night from 7-30 P.M. to midnight or midnight to 3-30 A.M. or 3-30 A.M. to 6 A.M.	On holidays as enumerated under Docks By-law 118.		At any time between 6 a.m. on Sunday and 6 a.m. on Monday.
		Per day.	Per half day.	
Rs. 10	Rs. 5	Rs. 10	Rs. 5	Rs. 10

C.—Charges against *Masters, Owners or Agents of vessels* for Port Trust labour supplied at night in respect of every vessel permitted to work, *viz.* :—

(*a*) Annas 6 per labourer per night from 7-30 P.M. to 3-30 A.M. or midnight to 6 A.M.

(*b*) Annas 3 per labourer per half night from 7-30 P.M. to midnight or midnight to 3-30 A.M.

D.—Charges against *Importers and Shippers of cargo or Masters, Owners or Agents of vessels* in respect of which Dock Gate opened and each vessel permitted to work and receiving or delivering cargo out of Docks working hours.

Per night from 7-30 P.M. to 3-30 A.M. or midnight to 6 A.M.	Per half night from 7-30 P.M. to midnight or midnight to 3-30 A.M.	On holidays as enumerated under Docks By-law 118.		From 8 A.M. to 6 P.M. on Sundays.
		Per day.	Per half day.	
Rs.	Rs. a.	Rs.	Rs. a.	Rs.
25	12 8	25	12 8	25

Notes.— (*i*) When a vessel is not working and it is necessary to keep a Dock shed open either at night or on Sundays or the Holidays enumerated in Docks By-law No. 118 for the receipt and delivery of cargo or for any other reason, an additional charge of Rs. 30 per night or Sunday or Holiday, or Rs. 15 per half night or half Sunday or half Holiday, will be levied.

Out-of-pocket expenses only will be levied when a Dock Shed is kept open at night or on Sundays or the Holidays referred to above, for the purpose of ventilation on account of perishable cargoes stored therein.

(*ii*) The Docks Manager has authority to give special permission to vessels to work the whole night till 6 A.M. and in such cases the following charges in addition to those mentioned under clauses A and C of this

Section will be levied in respect of work done from 3-30 A.M. to 6 A.M.:—

(*a*) Rs. 25 in respect of each vessel working.

(*b*) Annas 3 per labourer for labour supplied in respect of each vessel permitted to work.

(*c*) Rs. 12-8-0 in respect of each Dock gate opened and each vessel permitted to work.

E.—Charges against *Masters, Owners or Agents of vessels* in respect of Trustees' cluster lights for illuminating gangways the use of which is compulsory in the Docks in accordance with the provisions of Docks By-law No. 43 and the requirements of the Venice Conventions for the prevention of ingress of rats to vessels:—

Rs. 2-8-0 per light per vessel per night.

N.B.—Fractions of an anna.—In the total charges recovered in a chappa or bill, under this Section fractions of an anna less than six pies will be dropped, while six pies and over will be reckoned as one anna.

The minimum charge recovered in any chappa or bill shall not be less than one anna.

SECTION VI.

Cranage Charges.

A.—Charges against *Masters, Owners or Agents of vessels* in respect to cranes requisitioned and supplied for the loading or unloading of vessels.

(*a*) *Ordinary cargo cranes*—(30-35 cwt. and 5 and 6 ton Hydraulic cranes).

Per day from 8 A.M. to 6 P.M.	Per half day from 8 A.M. to 12-30 P.M. or 1-30 P.M. to 6 P.M.	Per night from 7-30 P.M. to 3-30 A.M. or midnight to 6 A.M.	Per half night from 7-30 P.M. to midnight or midnight to 3-30 A.M.
Rs. 12 each.	Rs. 8 each.	Rs. 12 each.	Rs. 8 each.

Note.—For cranes requisitioned and supplied for vessels working the whole night till 6 A.M. with the special permission of the Docks Manager, a charge of Rs. 8 per crane in respect of the period, 3-30 A.M. to 6 A.M. will be levied in addition to the above rates.

Conditions under which cranes are supplied :—

(1) Requisitions for cranes must be made out in counterfoil on the prescribed book forms which are supplied to Shed Superintendents and must be signed by the Officer on duty when the vessel is in Dock.

(2) A minimum charge for half day or night will be made in respect of cranes requisitioned and supplied but not required or utilised.

(3) Requisitions for cranes for the night or following day must be submitted to the Shed Superintendents by 4-30 P.M.

(4) Cancelling orders in respect of cranes requisitioned for the whole day or night must be submitted at least one hour before the expiration of the half day or night when the cranes are not required for more than the first half of the day or night.

(5) When cranes requisitioned for the half day or night are required for the whole day or night, fresh requisitions must be submitted at least 2 hours before the expiration of the half day or night.

(*b*) 30 *and* 100 *ton cranes*—

				Per ton or part. Rs. a. p.
For weights over	1½ tons	but not exceeding	4 tons	2 0 0
„	4	„	8 „	3 0 0
„	8	„	15 „	4 0 0
„	15	„	30 „	5 0 0
„	30	„	100 „	6 0 0

Notes.—(*i*) A minimum charge of Rs. 20 will be levied for the use of the 30 or 100-ton crane.

(*ii*) When the 30 or 100-ton crane is requisitioned, but not utilised, a charge of Rs. 20 will be made unless 12 clear hours' notice is given during Docks ordinary working hours cancelling the requisition.

(*iii*) A charge of Rs. 20 per hour or part thereof will be levied for detention in excess of one hour, if the 30 or 100 ton crane is kept idle owing to the lift or lifts not being ready for slinging, and such detention to count till the lift is handled.

(*c*) *Charges for masting or dismasting ships*—

(1) For sailing ships—

Net registered tonnage of ship.	Main-mast.	Fore-mast.	Mizen-mast.	Bow-sprit
	Rs.	Rs	Rs.	Rs
300 tons but not exceeding 750 tons	50	40	30	20
Exceeding 750 tons but not exceeding 1,000 tons	80	60	50	30
Exceeding 1,000 tons but not exceeding 1,500 tons	110	90	65	45
Exceeding 1,500 tons and over ..	140	110	85	55

(2) For steamers—

A charge of Rs. 10 per each ton or part of a ton will be made in respect of the weight of the mast.

(*d*) *Miscellaneous*—

(1) If weights are kept suspended beyond a quarter of an hour double rates will be charged. The charge for lifting

weights from the hold of a vessel and placing them on deck or for lifting into boats is the same as for placing them on the wharf.

(2) Lifts discharged on the wharf for subsequent re-lifting will be charged for separately at the above rates for the first operation of discharge from the vessel and at half the above rates for the subsequent operation of re-lifting from the wharf.

(3) Heavy packages carted into Docks and loaded into railway wagons by Docks cranes for the convenience of the G. I. P. and B. B. & C. I. Railways by special arrangement with the Docks Manager will be charged Re. 1 per ton only.

(4) The charges for any exceptional work performed by means of any crane shall be at such rates or for such amounts as may be fixed by the Trustees in each particular case.

B.—Charges against *Importers and Shippers* for the use of the Trustees' cranes.

(*a*) 2-ton, 4-ton and 5-ton steam cranes and 3½-ton electric crane :—

	Per ton or part Rs. a. p.
For weights not exceeding 3 tons	0 8 0
,, exceeding 3 tons but not exceeding 5 tons	0 12 0

Notes.—(*i*) A minimum charge of Rs. 3-8-0 will be levied for the use of the 2, 4 or 5-ton steam cranes and 3½-ton electric crane, in respect of goods to be handled under each requisition.

(*ii*) When the 2, 4 or 5-ton steam crane and 3½-ton electric crane is requisitioned, but not utilised, a charge of Rs. 3-8-0 will be made unless 12 clear hours' notice is given during Docks ordinary working hours cancelling the requisition.

For cranes ordered but not utilized owing to short or non-supply of railway wagons, no charge will be levied.

(*iii*) A charge of Rs. 3-8-0 per hour or part thereof will be levied for detention in excess of one hour, if the 2, 4 or 5-ton steam crane and 3½-ton electric crane is kept idle owing to the lift or lifts not being ready for slinging, and such detention to count till the lift is handled.

(*iv*) The maximum charge for any one consignee in respect of goods covered by one Bill of Entry loaded in one day or half day will be Rs. 40 per whole working day (8 a.m. to 6 p.m.) or Rs. 25 for half working day (8 a.m to 12-30 p.m. or 1-30 p.m. to 6 p.m.).

(*b*) 15-ton Steam Crane :—

			Per ton or part. Rs. a. p.
For weights over	1 ton	but not exceeding 3 tons	0 8 0
,,	3 tons	,, 5 ,,	0 12 0
,,	5 ,,	,, 8 ,,	1 4 0
,,	8 ,,	,, 12 ,,	1 8 0
,,	12 ,,	,, 15 ,,	1 12 0

Notes.—(*i*) A minimum charge of Rs. 5-0-0 will be levied for the use of the 15-ton steam crane in respect of goods to be handled under each Bill of Entry.

(*ii*) When the 15-ton Steam Crane is requisitioned but not utilised, a charge of Rs. 5-0-0 will be made unless 12 clear hours' notice is given during Docks ordinary working hours cancelling the requisition.

When the crane is ordered but not utilized owing to short or non-supply of Railway wagons no charge will be levied.

(*iii*) A charge of Rs. 5-0-0 per hour or part thereof will be levied for detention in excess of one hour if the crane is kept idle owing to the lift or lifts not being ready for slinging, and such detention to count till the lift is handled.

(*iv*) The maximum charge for any one consignee in respect of goods covered by one Bill of Entry loaded in one day or half day will be Rs. 40 per whole working day (8 a.m. to 6 p.m.) or Rs. 25 per half working day (8 a.m. to 12-30 p.m. or 1-30 p.m. to 6 p.m.).

(*c*) Hand cranes.—No charges will be made for the use of hand cranes but shippers or consignees must provide labour to work the hand cranes at their own cost.

C.—Charges against Masters, Owners or Agents of Vessels or Importers or Shippers for the use of the Trustees' 60-ton Floating Crane "Sarus."

For weights over 1½ tons, but not exceeding 4 tons	Rs. 3-0 per ton
For weights over 4 tons, but not exceeding 8 tons	Rs. 4-8 per ton
For weights over 8 tons, but not exceeding 15 tons	Rs. 6-0 per ton
For weights over 15 tons, but not exceeding 30 tons	Rs. 9-0 per ton
For weights over 30 tons, but not exceeding 60 tons	Rs 12-0 per ton

Notes.—(*i*) A minimum charge of Rs. 30 will be levied for the use of the Floating Crane.

(*ii*) When the Floating Crane is requisitioned, but not utilised, a charge of Rs. 30 will be made, unless 12 clear hours notice is given during Docks ordinary working hours cancelling the requisition.

(*iii*) Lifts discharged on the wharf for subsequent re-lifting will be charged for separately at the above rates for the first operation of discharge from the vessel and at half the above rates for the subsequent operation of re-lifting from the wharf.

(*iv*) A charge of Rs. 10 per hour or part thereof will be levied for detention, if the Crane is kept idle owing to the lift or lifts not being ready for slinging, and such detention to count till the lift is handled.

A charge of Rs. 16 per hour or part thereof calculated from the time the "Sarus" leaves the Alexandra Dock until she returns, will be levied in addition to the ordinary charges when the "Sarus" is requisitioned for work outside the Alexandra Dock.

N.B.—The Docks Manager is empowered to waive this additional charge when the "Sarus" is requisitioned for use in the Prince's and Victoria Docks if its use is necessitated by reason of the 30 or 100-ton cranes not being available or if the draft of the vessel will not permit of the use of these cranes, or if in the Docks Manager's opinion the circumstances justify the waiver.

CONDITIONS:

(1) Requisitions for the Floating Crane must be made out in counterfoil on the prescribed book form obtainable at the office of the Deputy Docks Managers, and must be signed by the Officer on duty, when the vessel is in Dock, or by the Importer or Shipper's representative. Such requisitions must be submitted a clear 24 hours in advance of the time the Crane is required, except when a vessel is working heavy lifts more or less continuously.

(2) Ordinarily, the Floating Crane will be supplied according to priority in requisitioning, but the Docks Manager may deviate from the rule, if, in his opinion, circumstances justify such action.

(3) The discharge or loading of lifts from or into vessels will be performed under the directions of the Stevedores

employed on the vessel. All other handling of lifts will be performed under the supervision of the Docks Chief Inspectors.

(4) The Engineer-in-Charge of the "Sarus" may refuse to work the Crane, if in his opinion, safe and proper precaution are not being taken.

(5) Lifts must be placed in such a position either on vessels or on shore that the head of the jib can be swung vertically above the said lifts, which must also be clear of all other cargo.

(6) The charges for any exceptional work performed by means of the Floating Crane shall be at such rates or for such amounts as may be fixed by the Trustees in each particular case.

Proviso.—In cases where the prohibition to land heavy lifts by other than the Trustees cranes and gear provided in Docks by-law No. 73 is not enforced, landing charges in lieu of cranage, amounting to not more than one-third of the cranage charges that would have been leviable had the Trustees' cranes and gear been used, may be levied at the discretion of the Docks Manager, and subject to the Boards' confirmation.

N.B.—Fractions of an anna.—In the total charges recovered in a chappa or bill, under this Section fractions of an anna less than six pies will be dropped, while six pies and over will be reckoned as one anna.

The minimum charge recovered in any chappa or bill shall not be less than one anna.

SECTION VII.

Charges on Transhipment and Damaged Goods.

A.—Transhipment Goods.

Charges against *Importers or Masters, Owners or Agents* of vessels in respect of cargo for transhipment whether landed at the Wet Docks or transhipped overside from vessel to vessel in Docks—

(1) Cargo landed on and shipped from the wharf.	5 free days.	1 wharfage as per Section I or II as the case may be.
(2) Cargo landed on the wharf and loaded into boats for subsequent shipment—		
(*a*) by Port Trust labour.	5 free days.	1 wharfage as pre Section I or II as the case may be.
(*b*) by shippers' own labour.	5 free days.	¾ wharfage as per Section I or II as the case may be.
(3) Cargo discharged overside into boats in Docks and shipped overside in Docks (ship to ship).		½ wharfage as per Section I or II as the case may be.
(4) Cargo discharged overside into boats in Docks and landed on the wharf—		
(*a*) by Port Trust labour.	5 free days.	1 wharfage as per Section I or II as the case may be.
(*b*) by shippers' own labour and shipped from the wharf.	5 free days.	¾ wharfage as per Section I or II as the case may be.

(5)	Cargo landed at the Bunders and shipped in Docks from the wharf or landed in Docks and shipped from the Bunders.	5 free days. ½ wharfage as per Section I or II as the case may be.
(6)	Specie landed and shipped from the Docks or landed in the Docks and shipped from the Bunders or in the stream and *vice versa*.	½ wharfage as per Section I or II as the case may be.

N.B.—The application of wharfage rates under Section I or II will be determined by the Port of origin.

Notes.—(*i*) Carting of transhipment cargo within Dock limit will be undertaken by special arrangement with the Docks Manager at rates fixed by the Trustees and notified from time to time.

(*ii*) On the expiry of the 5 free days storage charges will be levied under Section III A, but the Docks Manager may make special arrangements for the levy of reduced storage charges on transhipment cargoes, whether allowed to remain in transit sheds and yards or stored temporarily in storage sheds or open spaces. Such arrangements shall in each case be subject to confirmation by the Trustees.

(*iii*) Transhipment goods discharged into boats and taken out of Docks to vessels in the stream or discharged by vessels in the stream and brought into Docks for shipment overside will be charged overside charges under Section VIII.

B.—Damaged Goods.

Cargo landed from vessels loading in Docks owing to fire or other accidental cause and reshipped or from vessels returned to Port by reason of the same causes or stress of weather.	Full Import and half Export wharfage as per Section I or Section II as the case may be.

Notes.—(*i*) In cases where such cargoes are landed on Sundays or Holidays enumerated in By-law No. 118 by reason of *necessity*, actual out-of-pocket expenses in lieu of Sundays or Holidays work fees under Section V, Items A, B and C will be levied in addition to the above rates.

(*ii*) Burst bale cargo re-landed in course of shipment for repacking will not be charged a second wharfage fee.

N.B.—Fractions of an anna.—In the total charges recovered in a chappa, or bill, under this Section fractions of an anna less than six pies will be dropped, while six pies and over will be reckoned as one anna.

The minimum charge recovered in any chappa or bill shall not be less than one anna.

SECTION VIII.

Overside Charges.

Charges against *Masters, Owners or Agents of vessels or Importers or Shippers* in respect of cargo discharged or shipped overside in Docks.

(*a*)	Import goods delivered from vessels in Docks into lighters alongside for removal out of Docks.	½ wharfage as per Section I or II as the case may be.
(*b*)	Export goods taken on board vessels in Docks from lighters alongside.	Do. do.
(*c*)	Transhipment goods discharged overside into lighters and taken out of Docks to vessels in the stream or discharged by vessels in the stream and brought into Docks for shipment overside.	Do. do.
(*d*)	Ships' stores and coal for consumption on board the vessels to which they are taken and shipped overside from boats alongside.	Free.
(*e*)	Ballast discharged or shipped overside in Docks for removal to or after removal from a Port Trust Bunder where the usual wharfage charges are payable.	Do.

			Rs.	a.	p.
(*f*)	Ballast discharged or shipped overside in Docks for removal to, or after removal from, Bunders not belonging to the Port Trust.	Boat not exceeding 25 tons burden ..	1	0	0
		Boat over 25 and up to 50 tons burden ..	2	0	0
		Boat over 50 tons burden	2	8	0

*N.B.—*Fractions of an anna.*—In the total charges recovered in a chappa or bill, under this Section fractions of an anna less than six pies will be dropped, while six pies and over will be reckoned as one anna.

The minimum charge recovered in any chappa or bill shall not be less than one anna.

SECTION IX.

Weighment Charges.

Charges against *Importers and Shippers or Masters, Owners or Agents of vessels* for weighing goods in Docks.

(*a*)	Goods weighed on Port Trust scales when labour is not supplied, including cost of Weighment Certificate of total weight, if required.	Rs. 3-0-0 per consignment per day, including attendance of clerk.
(*b*)	Goods weighed on Port Trust or private scales, when labour is not supplied and Weighment Certificate is not required.	Re. 1-0-0 per day per scale.
(*c*)	Goods weighed on Docks Weigh Bridges—	
	(1) For 16 tons or under	Re. 1-0-0.
	(2) For every additional ton or part of a ton.	Re. 0-0-6 per ton.
	EXCEPTION. — *Manganese Ore, provided the whole shipment is weighed.*	Re. 0-0-4 *per ton.*
(*d*)	For weighment of goods when labour is supplied by Trustees.	Re. 0-6-0 per ton
(*e*)	Certificate of details of weight.	Re. 1-0-0 per sheet.
(*f*)	Certificate of total weight only.	Re. 1-0-0 each.

N.B.—Fractions of an anna.—In the total charges recovered in a chappa or bill, under this Section fractions of an anna less than six pies will be dropped, while six pies and over will be reckoned as one anna.

The minimum charge recovered in any chappa or bill shall not be less than one anna.

SECTION X.

Sundries.

A.—Charges against *Importers and Shippers of cargo or Masters, Owners or Agents of vessels* in respect of—

(*a*) *The use and hire of Docks Plant and Gear*—

		Per day or part of a day. Rs. a. p.
"A" class four-wheeled trucks, capacity 20–30 tons	each	12 0 0
Wooden trucks for motors ..	,,	10 0 0
"B" class wooden trucks, capacity 15 tons ..	,,	6 0 0
"C" do. 10 ,, ..	,,	4 0 0
"D" do. 5 ,, ..	,,	2 0 0
Hand barrows	,,	0 8 0
Iron trays	,,	1 0 0
Skids for loading and unloading casks	,,	0 8 0
Skids used as guards	,,	1 0 0
Wooden sleepers	,,	0 8 0
Tripod scales with weights ..	,,	1 0 0
Floating stages	,,	2 0 0
Docks shoots	,,	1 0 0
Iron tubs	,,	1 0 0
Hand lamps	,,	0 8 0
Kitson, Washington and similar lamps	,,	2 8 0
Shackles	,,	0 8 0
Slings, capacity 3 tons .. (To be used at risk of hirers.)	,,	1 0 0
,, ,, 5 ,, ..	,,	1 8 0
,, ,, 10 ,, ..	,,	2 0 0
,, ,, 20 ,, ..	,,	4 0 0
,, ,, 30 ,, ..	,,	6 0 0
,, ,, 40 ,, ..	,,	8 0 0
,, ,, 50 ,, ..	,,	10 0 0
Trustees' tramway plant for shipping ore, ballast, coal, etc., per ton shipped .		0 2 6
Gear, not otherwise enumerated ..		At rates to be fixed from time to time by the Docks Manager.

Notes—(*i*) All gear, except manganese ore carts, requisitioned for use or hire will be charged for up to the time returned

to Stores Depot except Sundays and Holidays enumerated in Docks By-Laws No. 118.

(*ii*) Trustees' manganese ore carts may be requisitioned for use *free of charge*, but a charge of Re. 1 per day will be levied in respect of every cart not returned to Stores Depot when not in use.

(*iii*) For the use of hand barrows and four-wheeled trucks at the Ballard Pier Station an inclusive charge of Rs. 10 per vessel per day will be made.

Transport wagons or traction engines per whole day or night.	At rates to be fixed from time to time by the Docks Manager.
,, ,, ,, ,, half ,, ,,	
,, ,, ,, ,, 3 hours.	
,, ,, ,, ,, 2 ,,	
,, ,, ,, ,, hour.	
Portable flushing engine, if available.	

(*b*) *Sorting cargo*—

Bag cargo only	Re.	0-4-0 per ton
Iron, as specified under Section I, Item 46c, and timber, case goods, &c. ..	,,	0-12-0 ,,

(*c*) *Hamalage*—

On goods, the cost of handling of which has not been included in the rates levied in this Schedule—

Import	Re.	0-4-0	per ton.
Export	,,	0-4-0	,, ,,

(*d*) *Copies of chappas or bills* .. .. ,, 0-4-0 each.

(*e*) *Services of divers (within Port limits)*—

		Per diving day of 4 hours or part. Rs. a. p.
(1)	Indian divers (half dress)	35 0 0
(2)	Indian divers (full dress) and Chinese divers	50 0 0
(3)	European divers	70 0 0

Note.—For second diving shifts and work on Sundays and holidays enumerated in Docks By-Law No. 118 the above rates *plus* 50 per cent. will be levied.

A1.—Charges against *Masters, Agents or Owners of vessels* in respect of the hire of Tank Barges in terms of Docks By-law No. 38 :—

Per day of 24 hours or part thereof, including Sundays and Holidays enumerated in Docks By-law No. 118	Rs. 50

Conditions :—

(1) Requisition in writing for a Tank Barge must be submitted to the Docks Manager not less than 12 hours before the time at which the Tank Barge is required.

(2) All oil contained in the ballast water will become the absolute property of the Trustees.

(3) No charge will be levied for the days the barge lies idle alongside the vessel, provided no other vessel is deprived of its services during such period, and always provided that charges for hire for one day will be levied should the barge be requisitioned and not utilised.

A2.—Charges against *Masters, Agents or Owners of vessels* arriving from Indian and Red Sea Ports in respect of cost of additional staff employed to maintain a double tally on miscellaneous Import cargo discharged in Dock, per vessel, Rs. 60.

Note.—The decision as to whether double tally is necessary to remain at the sole discretion of the Docks Manager.

B.—Charges against *Masters, Owners or Agents of vessels* in respect of—

(*a*)	*Fresh water* supplied to shipping.	Rs. 2-6-0 per 1,000 gallons.
(*b*)	*Removal of rubbish* deposited in Docks, subject to the provisions of Docks By-law No. 36.	At rates per cart of 16 cwts., fixed from time to time by the Docks Manager.

C.—Charges against *Importers or Shippers* or others in respect of the following :—

(*a*)	*Unloading* of carts, lorries, trucks, etc.	One anna per 16 cwts. or part thereof.

Notes.—(*i*) The Docks Manager has discretionary power to allow consignees or shippers to unload carts.

(*ii*) Heavy articles of machinery brought by trucks will be unloaded at the option of the Docks Manager at rates to be arranged.

(*iii*) Manganese ore in bulk will be unloaded free.

(*b*) *Opening packages*—

(1)	Carriages, motor cars and aeroplanes	Re. 0-8-0 per package.
(2)	Machinery	,, 0-4-0 ,,
(3)	Mouldings	,, 0 4-0 ,,
(4)	Pianos and harmoniums	,, 0-4-0 ,,
(5)	Packages of other kinds	,, 0-1-0 ,,

Note.—Opening of casks or cases of wines, spirits and similar goods will not be undertaken.

(*c*)	*Repacking goods* by owners, etc., labour.	Re. 0-0-6 per package on the original number handled.

(*d*) *Certificates*—

(1) Of measurement .. .. Re. 1-0-0 each.
(2) Of details of measurement. „ 1-0-0 per sheet.
(3) Of goods alongside for shipment .. .. .. „ 1-0-0 each.

(*e*) *Escorting fees* for goods removed from Docks to Docks or Apollo Bonded Warehouses, provided the goods are imported by one vessel and are bonded under one Bond Number and the relative Bills of Entry are presented all together and the goods removed under one escort .. ..Re. 1-0-0

(*f*) In all other cases. ... .. „ 1-0-0 per escotr.

(*g*) Watching fees (*vide* Docks By-law No. 108)—

(1) On consignments of American cotton. Re. 1–0–0 per consignment of 25 bales and under per day and 8 annas extra for every additional 25 bales or portion thereof per day.

(2) On consignments of sulphur or non-safety matches. Re. 0-8-0 per day per Bill of Entry

Note.—Watching fees will commence to run from the General Landing Date declared for the Vessel.

(*h*) Hawkers' licenses (*vide* Docks By-law No. 124)—

(1) Fresh Passes and renewals .. Rs. 1-8-0 each.
(2) Duplicates .. „ 5-0-0 „

(*i*) Personal Deposit Pass Book or Remittance Slip Book issued, in replacement of lost Books .. Rs. 2-0-0 each.

(*j*) For miscellaneous services in respect of—

(1) Goods railed into Dock for shipment.	..
(2) Goods loaded into Railway wagons and motor lorries.	At rates fixed by the Trustees from time to time, *vide* Circulars A,B,C.
(3) Goods carted within Dock limits.	

N.B.—Fractions of an anna.—In the total charges recovered in a chappa or bill, under this Section fractions of an anna less than six pies will be dropped, while six pies and over will be reckoned as one anna.

The minimum charge recovered in any chappa or bill shall not be less than one anna.

SECTION XI.

Dry Docks Charges.

Charges against *Masters, Owners and Agents of vessels* for the use of the Trustees' Dry Docks, including charges for docking, shoring and undocking.

(*a*) Charge for the first 24 hours of occupation.

Note.—The 1st period of 24 hours counts from the time the entrance caisson is placed in position after the vessel has entered. The period of occupation ends when the vessel has cleared the Dock entrance when leaving. In order to cover trivial delays in undocking a vessel, fifteen minutes' grace, after the expiry of any period is allowed, and will not be charged for.

Gross registered tonnage of vessels.	Tons.	Amount Rs.	a.	p.	
Not exceeding	1,000	600	0	0	minimum.
Exceeding					
1,000 but not exceeding	1,050	639	13	0	
1,050 „ „	1,100	670	5	0	
1,100 „ „	1,150	700	12	0	
1,150 „ „	1,200	731	4	0	
1,200 „ „	1,250	761	11	0	
1,250 „ „	1,300	792	3	0	
1,300 „ „	1,350	822	10	0	
1,350 „ „	1,400	853	2	0	
1,400 „ „	1,450	883	9	0	
1,450 „ „	1,500	914	1	0	
1,500 „ „	1,550	944	8	0	
1,550 „ „	1,600	975	0	0	
1,600 „ „	1,650	1,005	7	0	
1,650 „ „	1,700	1,035	15	0	
1,700 „ „	1,750	1,066	6	0	
1,750 „ „	1,800	1,096	14	0	
1,800 „ „	1,850	1,127	5	0	
1,850 „ „	1,900	1,157	13	0	
1,900 „ „	1,950	1,188	4	0	
1,950 „ „	2,000	1,218	12	0	
2,000 „ „	2,050	1,228	2	0	

Gross registered tonnage of vessels.			Tons.	Amount.		
Exceeding				Rs.	a.	p
2,050	but not	exceeding	2,100	1,237	8	0
2,100	,,	,,	2,150	1,246	14	0
2,150	,,	,,	2,200	1,256	4	0
2,200	,,	,,	2,250	1,265	10	0
2,250	,,	,,	2,300	1,275	0	0
2,300	,,	,,	2,350	1,284	6	0
2,350	,,	,,	2,400	1,293	12	0
2,400	,,	,,	2,450	1,303	2	0
2,450	,,	,,	2,500	1,312	8	0
2,500	,,	,,	2,550	1,321	14	0
2,550	,,	,,	2,600	1,331	4	0
2,600	,,	,,	2,650	1,340	10	0
2,650	,,	,,	2,700	1,350	0	0
2,700	,,	,,	2,750	1,359	6	0
2,750	,,	,,	2,800	1,368	12	0
2,800	,,	,,	2,850	1,378	2	0
2,850	,,	,,	2,900	1,387	8	0
2,900	,,	,,	2,950	1,396	14	0
2,950	,,	,,	3,000	1,406	4	0
3,000	,,	,,	3,050	1,413	12	0
3,050	,,	,,	3,100	1,421	4	0
3,100	,,	,,	3,150	1,428	12	0
3,150	,,	,,	3,200	1,436	4	0
3,200	,,	,,	3,250	1,443	12	0
3,250	,,	,,	3,300	1,451	4	0
3,300	,,	,,	3,350	1,458	12	0
3,350	,,	,,	3,400	1,466	4	0
3,400	,,	,,	3,450	1,473	12	0
3,450	,,	,,	3,500	1,481	4	0
3,500	,,	,,	3,550	1,488	12	0
3,550	,,	,,	3,600	1,496	4	0
3,600	,,	,,	3,650	1,503	12	0
3,650	,,	,,	3,700	1,511	4	0

Gross registered tonnage of vessels.			Tons.	Amount.		
Exceeding				Rs.	a.	p.
3,700	but not	exceeding	3,750	1,518	12	0
3,750	,,	,,	3,800	1,526	4	0
3,800	,,	,,	3,850	1,533	12	0
3,850	,,	,,	3,900	1,541	4	0
3,900	,,	,,	3,950	1,548	12	0
3,950	,,	,,	4,000	1,556	4	0
4,000	,,	,,	4,050	1,563	12	0
4,050	,,	,,	4,100	1,571	4	0
4,100	,,	,,	4,150	1,578	12	0
4,150	,,	,,	4,200	1,586	4	0
4,200	,,	,,	4,250	1,593	12	0
4,250	,,	,,	4,300	1,601	4	0
4,300	,,	,,	4,350	1,608	12	0
4,350	,,	,,	4,400	1,616	4	0
4,400	,,	,,	4,450	1,623	12	0
4,450	,,	,,	4,500	1,631	4	0
4,500	,,	,,	4,550	1,638	12	0
4,550	,,	,,	4,600	1,646	4	0
4,600	,,	,,	4,650	1,653	12	0
4,650	,,	,,	4,700	1,661	4	0
4,700	,,	,,	4,750	1,668	12	0
4,750	,,	,,	4,800	1,676	4	0
4,800	,,	,,	4,850	1,683	12	0
4,850	,,	,,	4,900	1,691	4	0
4,900	,,	,,	4,950	1,698	12	0
4,950	,,	,,	5,000	1,706	4	0
5,000	,,	,,	5,050	1,713	12	0
5,050	,,	,,	5,100	1,721	4	0
5,100	,,	,,	5,150	1,728	12	0
5,150	,,	,,	5,200	1,736	4	0
5,200	,,	,,	5,250	1,743	12	0
5,250	,,	,,	5,300	1,751	4	0
5,300	,,	,,	5,350	1,758	12	0

Gross registered tonnage of vessels.			Tons.	Amount.		
Exceeding				Rs.	a.	p.
5,350	but not	exceeding	5,400	1,766	4	0
5,400	,,	,,	5,450	1,773	12	0
5,450	,,	,,	5,500	1,781	4	0
5,500	,,	,,	5,550	1,788	12	0
5,550	,,	,,	5,600	1,796	4	0
5,600	,,	,,	5,650	1,803	12	0
5,650	,,	,,	5,700	1,811	4	0
5,700	,,	,,	5,750	1,818	12	0
5,750	,,	,,	5,800	1,826	4	0
5,800	,,	,,	5,850	1,833	12	0
5,850	,,	,,	5,900	1,841	4	0
5,900	,,	,,	5,950	1,848	12	0
5,950	,,	,,	6,000	1,856	4	0
6,000	,,	,,	6,050	1,863	12	0
6,050	,,	,,	6,100	1,871	4	0
6,100	,,	,,	6,150	1,878	12	0
6,150	,,	,,	6,200	1,886	4	0
6,200	,,	,,	6,250	1,893	12	0
6,250	,,	,,	6,300	1,901	4	0
6,300	,,	,,	6,350	1,908	12	0
6,350	,,	,,	6,400	1,916	4	0
6,400	,,	,,	6,450	1,923	12	0
6,450	,,	,,	6,500	1,931	4	0
6,500	,,	,,	6,550	1,938	12	0
6,550	,,	,,	6,600	1,946	4	0
6,600	,,	,,	6,650	1,953	12	0
6,650	,,	,,	6,700	1,961	4	0
6,700	,,	,,	6,750	1,968	12	0
6,750	,,	,,	6,800	1,976	4	0
6,800	,,	,,	6,850	1,983	12	0
6,850	,,	,,	6,900	1,991	4	0
6,900	,,	,,	6,950	1,998	12	0
6,950	,,	,,	7,000	2,006	4	0

For every 50 tons or part of 50 tons in excess of 7 000 tons Rs. 7-8-0.

(*b*) *For occupation from after the first* 24 *hours up to the* 8*th day inclusive*—

For every 6 hours or part thereof .. .. Rs. 75-0 0

(*c*) *For occupation from the* 9*th day to the* 20*th day inclusive*—

For every 6 hours or part thereof .. .. Rs. 112-8-0

(*d*) *For occupation beyond the* 20*th day.* The Trustees reserve to themselves the right to increase the daily charge to any amount not exceeding Rs. 750.

(*e*) *For docking or undocking on Sundays or holidays enumerated in Docks By-law No.* 118—

(1) Docking, per vessel—Rs. 100 *plus* charges as under in lieu of actual extra expenses—

Vessels up to 1,500 tons gross ..	Rs	125
,,	from 1,501 to 2,500 tons gross	,,	185
,,	from 2,501 to 5,000 tons gross	,,	225
,,	over 5,000 tons gross	,,	275

(2) Undocking, per vessel—Rs. 100 *plus* charges as under in lieu of actual extra expenses—

Vessels up to 2,500 tons gross ..	Rs.	100
,,	from 2,501 to 5,000 tons gross	,,	125
,,	over 5,000 tons gross	,,	175

Note.—In cases of genuine emergency such as a vessel being in danger, the penalty fee of Rs. 100 for docking on Sundays and holidays is not leviable.

(*f*) *When two or more vessels are docked together.* The above rates will be levied on the aggregate tonnage of the vessels.

EXCEPTION.—When two or more vessels are docked in the entire length of the Hughes Dry Dock without the caisson being placed in position between them, the ordinary charges as per item (a) et seq. *of this Section will be levied for each vessel separately.*

(*g*) *A vessel engaging the Dock and not using it.* .. Rs. 450-0-0.

Notes.—(*i*) If the Dock is required for another vessel, a vessel that has already occupied it for 72 hours must immediately vacate or pay a fresh fee calculated according to the Table on her gross tonnage for the first 24 hours, for every 24 hours or part thereof that she remains in occupation.

(*ii*) If for any reason a vessel occupying the outer compartment of the Hughes Dry Dock is not ready to undock on expiry of the period for which she was regulated and thereby causes detention to the vessel occupying the inner compartment the Docks Manager may, with the sanction of the Chairman, recover from the former vessel in addition to the ordinary charges leviable, all Port Trust charges incurred by the vessel in the inner compartment during the period of detention.

(*iii*) When work of scraping, painting or repairs is actually done on vessels in Dock on Sundays or holidays the usual charges will be made according to the period of occupation, otherwise Sundays and authorised holidays will be allowed free. When charges are assessed on the aggregate tonnage of two or more vessels docked together *pro rata* Sunday and holiday charges will be levied against these vessels on which work is performed.

(*iv*) For cleaning a Dock and removing rubbish, a charge of Rs. 20-0-0 will be made against the licensee, *vide* Dry Docks By-law No. 13.

(*v*) When bilge water is run out into Dock, the cost of deodorising and disinfecting is charged against the Master, etc., of the vessel.

(*vi*) In the case of vessels requiring to undock between 6 P.M. and 10-30 A.M., if the notice of undocking reaches the Docks Manager later than 5 P.M., an extra charge of Rs. 10-0-0 will be levied.

(*vii*) An extra charge is leviable for special blocks required to be laid on account of peculiarities in the construction of any vessel.

(*viii*) The Trustees accept no responsibility whatever for any detention to vessels using their Dry Docks.

(*ix*) The Docks Manager has discretionary power to waive the charge leviable under item (*o*) in cases where no extra expense or inconvenience is occasioned to the Trust and no interference is caused to other vessels which may have required to dry dock.

N.B.—Fractions of an anna.—In the total charges recovered in a chappa or bill, under this Section fractions of an anna less than six pies will be dropped, while six pies and over will be recovered as one anna.

The minimum charge recovered in any chappa or bill shall not be less than one anna.

SECTION XII.

Charges against Government in respect of vessels of war, and vessels, engaged solely for the transport of troops, their families, etc., berthed at the Ballard Pier or Alexandra Dock Harbour Wall or inside the Docks.

(*a*) Vessels of war, that is to say all vessels flying the White Ensign, but including in times of war, mine sweepers and patrol vessels.	All Port and Dock charges, whether for 'general facilities' or for 'special services' except:— (*i*) Port Dues. (*ii*) Wharfage on stores and equipment required for the vessel's own consumption.
(*b*) Vessels employed solely in the transport of troops and their families, military animals, military equipment, munitions of war and naval and military stores including Royal Fleet Auxiliaries (Royal Field Ambulance) which are on the list of the Royal Navy and fly the Blue Ensign, and all Hospital Ships and Ambulance transports.	(*a*) All Port and Dock charges except:— (*i*) Port Dues. (*ii*) Wharfage charges for the said personnel, their horses (other than remounts) baggage, carriages and other effects forming part of the authorised scheduled equipment of the unit to which such personnel belongs. (*b*) Compensation under Section 6 of the Indian Tolls (Army) Act II of 1901 at the rate of two annas per ton of gross registered tonnage, of the vessels for each day that dock dues are charged under Section IV of the Docks Scale of Rates and the vessels are engaged in *bona fide* transport operations.

Note (*i*)—Wharfage charges shall mean fees levied for the passing of goods or animals, etc., imported or exported by any vessels, boat or lighter over any wharf, jetty, pier or bunder within Port Trust areas, but shall not mean charges for services rendered by the Port Trust in landing and shipping, removing or storing such goods, animals, etc., such as the provision of cranes, cluster lights and for handling labour.

Bengal Chamber of Commerce.

TONNAGE SCHEDULE FOR THE PORT OF CALCUTTA.

Articles.	Cwt. per Ton Net.	Cubic Feet per Ton
Aniseed, in bags	8	..
Barley	20	..
Beeswax	20	..
Betel-nut	20	..
Bones crushed	20	*50
Bonemeal	20	..
Borax	20	..
Bran	14	..
Bristles	..	50
Bullion	*ad valorem.*	
Camphor, in cases	..	50
Carbonate of Potash	..	50
Cardamoms, in robbins	8	..
,, ,, boxes	..	50
Carpets	..	50
Cassia, in bags	12	50
Castor seed	15	..
Chillies (dry), in bags or bundles ..	8	..
Chiretta, in bundles	..	50
Chrome ore	20	..
Cloves, in bags	8	..
,, ,, cases	..	50
Coal	20	..
Cochineal	..	50
Coffee, in bags	18	..
Coir, in dholls	10	..
Coke	20	..
Copra	12	..
Copra cake or cocoanut cake	20	..
Copper ore	20	..
Coriander seed	12	..
Corundum ore	20	..
Cotton	..	50
Cotton seed	14	..
Cowries	20	..
Cumin seed	8	..
Cutch, in bags	18	..

* At steamer's option.

TONNAGE SCHEDULE FOR THE PORT OF CALCUTTA—*(contd.)*

Articles.	Cwt. per Ton Net.	Cubic Fee per Ton.
Cutch, in cases	..	50 not exceeding 23 cwts. gross.
Dates (wet)	20	..
,, (dry)	16	..
Dholl or dhal	20	..
Fibres, all sorts	..	50
Garlic and onions, in bags	12	..
Ginger	16	..
Gram	20	..
Gum, in cases	..	50
Gunnies	20 cwts. gross.	*50
Gunjah	..	50
Hemp in bales	..	50
Hides in bales	..	50
Hide cuttings in bales	..	50
Hoofs, cow and buffalo horns, and horn tips, loose	20	..
Hoofs, cow and buffalo horns, and horn tips, in bags or in bundles ..	..	50
Horns, deer, in bags or in bundles ..	..	50
Indigo	..	50
Jute	..	50
Kapok	..	50
Kapok Seed	14	..
Lac, button, seed, stick and shellac in bags	16	..
Lac, button, seed, stick and shellac in cases	..	50
Lac, kirie lac, or lac refuse in bags ..	20	..
Lac dye in cases	..	50
Lard	20	..
Leather, in cases or bales	..	50
Lentils	20	..
Linseed	20	..
Mace	20	..

* At steamer's option.

TONNAGE SCHEDULE FOR THE PORT OF CALCUTTA—(*contd.*)

Articles.	Cwt. per Ton Net.	Cubic Feet per Ton.
Manganese	20	..
Mica, talc, in cases	20 cwts. gross.	.
Mother-o'-pearl, in bags or cases ..	20 cwts. goods.	..
Mowrah seed	20	..
Molasses	20 cwts. gross.	..
Munjeet dye in cases	..	50
Mustard seed	20	..
Myrabollams, whole or crushed	20	..
Niger seed	20	..
Nux-vomica seed	16	..
Nutmegs, in cases	..	50
Oats	16	..
Oil, in cases	..	50
,, ,, casks or drums	..	50
Oil, essential	ad valorem.	
Oil-seed cake	20	..
Opium	per	chest.
Paddy	16	..
Peas	20	..
Pepper, long	12	..
,, black	14	..
Pig iron and Pig lead	20	..
Poppy seed	20	..
Rattans, for dunnage	20	*50
Red wood, ,, ...	20	*50
Red seed	20	..
Rice	20	..
Rope, in coils or bundles	..	50
Rubber in cases	..	50
Salt	20	..
Safflower	..	50
Sal-ammoniac, in bags or boxes ..	20 cwts. gross.	..
Saltpetre	20	..
Sapan-wood, for dunnage	20	*50

*At steamer's option.

TONNAGE SCHEDULE FOR THE PORT OF CALCUTTA—*(contd.)*.

Articles.	Cwt. per Ton Net.	Cubic Feet per Ton.
Senna, in bales	..	50
Silk, raw, in bales	10	..
Silk, in cases or bales	..	50
Silk chussum	..	50
Silk waste	..	50
Silk piece-goods	ad valorem	or *50
Silver specie and/or value cargo ..	ad valo	rem.
Skins, in casks	20 cwts. gross.	..
Skins, in bales	..	50
Soap, in bags	15	..
Soap, in cases	..	50
Sugar	20	..
Tallow, in cases or casks	20 cwts.	gross.
Tamarind, in cases or casks	20 cwts.	gross.
Tea	..	50
Tea waste as broken stowage	16	..
Til Seed	20	..
Timber	..	50
Tobacco, in cases or bales	..	50
Turmeric	16	..
Twine in cases	..	50
Wax	20	..
Wheat	20	..
Wolfram	20	..
Wool	..	50

All unenumerated articles at 50 cubic feet or 20 cwts. gross, at steamer's option. Goods in casks or cases to be calculated at gross weight when paying freight by weight.

Measurement and, when necessary, weighment shall be made by the Bengal Chamber of Commerce, Licensed Measurers Department, in accordance with their rules, and their certificate shall be final, and freight shall be payable in accordance therewith.

Deadweight.—The term *Deadweight* shall be understood to mean the following articles only—Sugar, Saltpetre, Rice, Wheat, Gram, Dholl and Peas.

*At steamer's option.

Schedule of Commission Charges.

Revised and adopted by a Special General Meeting of the Bengal Chamber of Commerce, held on the 26th February 1892, *with effect from that date.*

1.	On the sale, purchase, or shipment of Bullion, Gold Dust, or Coin	1	per cent.
2.	On the purchase (when in funds) or sale of Raw Silk, Silk Piece-goods, Opium, Pearls, Precious Stones, or Jewellery	2½	,,
3.	On purchasing ditto when funds are provided by the Agent	5	,,
4.	On the sale or purchase of all other goods—the Commission in all cases to be charged upon the gross amount of sales, and in regard to purchases upon both cost and charges	5	,,
5.	On returns for Consignments if made in produce	2½	,,
6.	On returns of Consignments if in Bills, Bullion or Treasure	1	,,
7.	On accepting Bills against Consignments ..	1	,,
8.	On the sale or purchase of Ships, Factories, Houses, Lands and all property of a like description	2½	,,
9.	On goods and treasure consigned, and all other property of any description referred to Agency for sale, whether advanced upon or otherwise, which shall afterwards be withdrawn, and on goods consigned for conditional delivery to others and so delivered, on invoice amount at 2*s.* per rupee ..	½	com.
10.	On making advances or procuring loans of money for commercial purposes, when the aggregate commission does not exceed 5 per cent.	2½	per cent.

11. On ordering or receiving and delivering goods or superintending the fulfilment of contracts or on the shipment of goods where no other commission is derived .. .. .. 2½ per cent.
12. On guaranteeing Bills, Bonds or other engagements, and on becoming security for administration of Estates, or to Government for the disbursement of public money .. 2½ „
13. On *del-credere*, or guaranteeing the due realisation of sales .. .. 2½ „
14. On the management of Estates for Executors or Administrators .. .. 2½ „
15. On chartering ships or engaging tonnage for constituents for vessels to proceed to out ports for loading .. .. 2½ „
16. On advertising as the Agents, for Owners or Commanders of ships, for cabin passengers on the amount of passage money, whether the same shall pass through the Agent's hands or not .. .. 2½ „
17. On procuring freight for a ship by Shipping Order or Charter, or on procuring employment for a ship on monthly hire, or acting as Agents for Owners, Captains or Charterers of a vessel, upon the gross amount of freight, brokerage, inclusive .. .. 5 „
18. On engaging Asiatic Emigrants for a ship to the Mauritius, the West Indies, or elsewhere upon the gross amount of earnings 5 „
19. On engaging troops for a ship to Great Britain or elsewhere on the gross amount of passage money for rank and file .. .. .. 2½ „
20. On realising inward freight, inward troop, emigrant, or cabin passage money .. .. 2½ „

21.	On landing and re-shipping goods from any vessel in distress, or on landing and selling by auction damaged goods from any such vessel, and acting as Agent for the Master on behalf of all concerned—on the declared value of all such goods as may be re-shipped, and on the net proceeds of all such goods as may be publicly sold	2½ to 5 per cent.
	If Opium, Indigo, Raw Silk or Piece-goods	1¼ to 2½ „
	If Treasure, Precious Stones, or Jewellery ..	¾ to 1 „
22.	On effecting Insurances, whether on lives or property	2½ „
23.	On settling Insurance claims, losses and averages of all classes and on procuring returns of premium	2½ „
24.	On drawing, purchasing, selling or negotiating Bills of Exchange	1 „
25.	On debts or other claims when a process-at-law or arbitration is incurred in claiming them	2½ „
	Or if recovered by such means	5 „
26.	On Bills of Exchange returned dishonoured ..	1 „
27.	On collecting house-rent	2½ „
28.	On ships' disbursements	2½ „
29.	On realising Bottomry Bonds, or negotiating any loan on *respondentia*	2½ „
30.	On granting Letters-of-Credit	1 „
31.	On sale or purchase of Government Securities and Bank or other Joint Stock Shares, and on every exchange or transfer, not by purchase from one class to another ..	½ „
32.	On delivering up Government Securities and Bank or other Joint Stock Shares, on the market value	½ „
33.	On all amounts debited and credited within the year (less the balance brought forward) upon which no commission amounting to 5 per cent. has been charged	½ „

☞ *Brokerage when paid is to be separately charged.*

Cochin Chamber of Commerce.

TONNAGE SCALE.

Goods.	Packages.	Shipping Ton.
Arrowroot	Cases	50 cubic feet
Do.	Bags	16 cwts. net
Bees' wax	Cases	50 cubic feet
Do.	Bags	16 cwts. net
Betelnut	Do. or mats	16 „ „
Blackwood	In square logs	50 cubic feet
Bone-meal	Bags	20 cwts. net
Bone grist	Do.	17 cwts.
Cardamoms	Robbins	10 cwts. net
Do.	Bags	10 „ „
Do.	Cases	50 cubic feet
Cassia	Bales	800 lbs. net } 50
Cinnamon	Do.	800 „ „ } cubic feet.
Do.	Cases	50 cubic feet
Citronella Oil	Cases, drums or tanks	50 „ „
Cocoanut Oil	Casks	14 cwts. net
Coculus Indicus	Robbins	14 „ „
Do.	Bags	16 „ „
Coffee	Casks	16 „ „
Do.	Bags	18 „ „
Do.	Cases	50 cubic feet
Coir Yarn & Fibre	Pressed bales	50 „ „
Do.	Bundles or coils	8 cwts. net
Do.	Dholls not exceeding 4 lbs.	10 „ „
Coir matting	Rolls	50 cubic feet.
Do. mats	Bundles	50 cubic feet plus 10 per cent.
Do. rope	Coils	8 cwts. net.
Do. fenders	Loose	8 „ „
Do. yarn	Ballots	7 „ „
Do. fibre	Dholls	7 „ „
Do. „	Ballots	7 „ „
Copra	Robbins	10 „ „
Do.	In pressed bales	50 cubic feet
Do.	Bulk	10 cwts. net.

TONNAGE SCALE—(*contd.*)

Goods.	Packages.	Shipping Ton
Copra ..	Bags ..	10 cwts. net
Do. ..	Bags each cup cut in 4 pieces ..	12 „
Palm nuts ..	Bags ..	20 „
Broken cocoanut shells ..	Do. ..	11 „
Cotton ..	Pressed bales ..	50 cubic feet
Cowries ..	Bags or cases ..	20 cwts. net
Cutch ..	Cases ..	50 cubic feet
Do. ..	Bags or caskets ..	16 cwts. net unscrewed.
Cinchona ..	Bales ..	50 cubic feet
Elephants' teeth ..	Cases ..	50 „ „
Do. ..	Bundles ..	18 cwts. net
Do. ..	Loose ..	20 „ „
Fish oil ..	Casks ..	14 „ „
Fish guano ..	Bags ..	1 „ „
Ginger ..	Cases ..	50 cubic feet
Do. ..	Bags ..	12 cwts. net
Do. ..	Casks ..	8 „ „
Gingelly seed ..	Bags ..	20 „ „
Groundnuts, shelled.	Do. ..	20 „ „
Do. unshelled	Do. ..	12 „ „
Gums of all kinds ..	Cases ..	50 cubic feet
Hemp ..	Screwed bales ..	50 „ „
Hides ..	Unpressed ..	12 cwts. net
Do. green ..	Do. ..	20 „ „
Do. dry ..	Bales ..	50 cubic feet
Hoofs ..	Bags ..	20 cwts. net
Horns, buffalo and cow.	Loose ..	16 „ „
Horns, deer ..	Do. ..	12 „ „
Lemon grass oil ..	Cases, drums or tanks	50 cubic feet
Linseed ..	Bags ..	18 cwts. net
Mangoes (pickled) ..	Barrels ..	14 „ „
Do. (sliced) ..	Bags ..	12 „ „
Marrotti Seed ..	Do. ..	15 „ „
Mica ..	Cases ..	50 cubic feet
Myrabollams ..	Bags ..	16 cwts. net

TONNAGE SCALE—(*contd.*)

Goods.	Packages.	Shipping Ton.
Nux-vomica ..	Robbins ..	14 cwts. net
Do. ..	Bags ..	16 ,, ,,
Nutmegs ..	Cases ..	50 cubic feet
Oil seeds ..	Bags ..	17 cwts. net
Other oils ..	Cases, drums or tanks	50 cubic feet
Palmyra Fibre ..	Pressed bales ..	50 ,, ,,
Do. ..	Ballots ..	50 ,, ,,
Do. ..	Bundles ..	8 cwts.
Pepper ..	Bags ..	16 cwts. net
Do. ..	Robbins ..	14 ,, ,,
Plumbago ..	Bags or barrels ..	20 ,, ,,
Poonac (cake) ..	Bundles or bales ..	20 ,, ,,
Do. (broken) ..	Bags ..	17 ,, ,,
Rice bran ..	Do. ..	20 ,, ,,
Rice ..	Do. ..	20 ,, ,,
Rubber Seeds ..	Do. ..	8 ,, ,,(54 lbs.)
Do. latex in liquid	Cases ..	50 cubic feet
Saltpetre ..	Bags ..	20 cwts. net
Sandalwood chips and roots .	Bundles ..	13 ,, ,,
Sandalwood other classes and Sapan wood ..	Do. ..	11 ,, ,,
Sugar ..	Bags ..	20 ,, ,,
Tallow ..	Casks and cases ..	18 ,, ,,
Tea ..	Chests ..	50 cubic feet
Tea refuse ..	Bags ..	17 cwts.
Tamarind ..	Bundles ..	17 cwts. net
Timber (all kinds) square logs or planks	..	50 cubic feet
Do. round logs ..	..	50 ,, ,,
Do. otherwise ..	..	20 cwts. net
Turmeric ..	Bags ..	14 ,, ,,
Trichy phosphates ..	Do. ..	20 ,, ,,
Wheat ..	Do. ..	20 ,, ,,
Do. ..	Mooras ..	18 ,, ,,
Wet salted skins ..	Casks ..	50 cubic feet

Coir jink, horns, oil beakers, hides loose, and all packages not exceeding 56 lbs. gross to be taken as broken stowage at half freight.

Madras Chamber of Commerce.

TONNAGE SCALE.

Articles.	Cwt. per Ton Net.	Cubic Feet per Ton.
Aloes, in bags	20	..
Do. in cases	..	50
Alum	20	..
Arrowroot, in cases	..	50
Assafœtida, in bags	20	..
Do. in cases	..	50
Apparel and Personal effects	..	50
Bark, in bags and bundles	8	..
Bees' wax in bags..	20	..
Betelnut	18	..
Books	..	50
Bone meal and crushed bones ..	20	..
Bone sinews, in bales	..	50
Borax in bags	20	..
Do. in cases	..	50
Brimstone	20	..
Bullion	ad valorem.	
Cake Lac, in bags	16	..
Camphor, in cases	..	50
Cardamoms, in cases	..	50
Do. in bags	10	..
Cassia, in cases	..	50
Do. in bags	12	..
Castor seed	20	..
Chillies, in bags	12	..
Do. in robbins	14	..
China root in bags	11	..
Do. in cases	..	50
Chiretta, in bales	..	50
Cigars	..	50
Cloves, in bags	8	..
Do. in cases	..	50
Coals	20	..
Cochineal	..	50
Coffee, in bags	18	..
Do. in cases	17	..

TONNAGE SCALE—(*contd.*)

Articles.	Cwt. per Ton Net.	Cubic Feet per Ton.
Coir Yarn and Fibre, in bales ..	..	50
Do. in bundles and dholls	10	..
Copra, in bags	12	..
Coriander Seed	20	..
Corundum	20	..
Cotton in bales	..	50
Cotton Piece-goods	..	50
Cotton Yarn	..	50
Cotton Seed	20	..
Cow and Goat Hair, in bales	..	50
Cowries	20	..
Cutch bags	17	..
Divi-divi	20	..
Dhall	20	..
Elephants' Teeth, in cases	..	50
Fenugreek Seed	20	..
Ginger in bags	12	..
Do. in cases	..	50
Gingelly Seed	20	..
Gram	20	..
Ground Nuts kernels	20	..
Do. unshelled	20	..
Gum, in cases	..	50
Gum, in bags	20	..
Gunny Bags, in bales	..	50
Do. Cloth	..	50
Hemp, in bales	..	50
Hides, Tanned and Dry	..	50
Hides, Fleshings and Cuttings, in bales ..	..	50
Hoofs, Horn Shavings, and Tips ..	20	..
Horns, Cow, and Buffalo and Deer ..	20	..
Indigo	..	50
Jute, in bales	..	50
Lac Dye	..	50
Leather, in bales	20	..
Linseed	20	..
Mace, in cases	..	50

TONNAGE SCALE—(*contd.*)

Articles.	Cwt. per Ton Net.	Cubic Feet per Ton.
Machinery	20*	or 50*
Magnesite, in bulk or bags	20	..
Metals	20	..
Mica, Talc and Mica splittings, in cases..	..	50
Mica waste, in bags	20	..
Molasses	20	..
Motor Car	..	50
Mowra Seed	20	..
Mustard Seed	20	..
Myrabollams	20	..
Niger Seed	20	..
Nutmegs, in cases	..	50
Nux Vomica	20	..
Oats..	20	..
Oils, (Vegetable), in cases	20*	or 50*
Do. do. in casks	20	..
Oil (essential)	ad valorem.	
Ore, all descriptions	20	..
Paddy, in bags	20	..
Palmyra Fibre, in bales..	..	50
Do. in ballots or bundles	10	..
Peas..	20	..
Pepper, in bags	16	..
Planks and Deals	..	50
Poonac	20	..
Poppy Seed	20	..
Rape Seed	20	..
Raw Silk, in bales	..	50
Redwood (for Dunnage)	20	..
Rhea, Fibre, in bales	..	50
Rice, in bags	20	..
Ricemeal	20	..
Roping, coir and other kinds, in coils ..	..	50
Rubber, in cases	..	50
Do. scrap in bags	20	..
Rum, in casks	20	..

* At steamer's option.

TONNAGE SCALE—(*contd.*)

Articles.	Cwt. per Ton Net.	Cubic Feet per Ton.
Safflower Seed	20	..
Sago, in cases	20	50
Do. in bags	20	..
Saltpetre	20	..
Salt	16	..
Sharks' Fins	..	..
Seed and Stick Lac, in cases	16	50
Do. in bags	..	..
Senna, in bales	20	50
Shells, in bags	..	..
Shell Lac, in cases	16	50
Do. in bags	..	..
Silk Piece-goods	..	50
Do. Waste	..	50
Skins, tanned and dry	..	50
Do. wet, salted and pickled, in casks	..	50
Soap, country, in cases	20	50
Sugar, and Jaggery, in bags	20	..
Tamarind, in cases and casks	20	..
Do. in bundles	..	..
Tapioca	..	50
Tea	20	50
Timber	*	or 50*
Tobacco, in bales	..	50
Tortoise shell, in cases	..	50
Turmeric, in bags	16	..
Wool, in bales	..	50
Woollen Cuttings	..	50
Silver Plate and valuable cargo ..	ad valorem	
All other articles not enumerated ..	20*	or 50*

* At steamer's option.

Note.—When cargo is measured prior to shipment, Callipers should be used for measuring, and the Rope or Iron Hoop on the one side of the package should be taken in, and left out on the other side. Half inches should be given and taken alternatively. The Callipers should be laid on the package to be measured and the sliding arm pressed lightly, *i.e.*, without using force, against the side of the package.

Karachi Chamber of Commerce.

Tonnage Scale.

1. The Karachi Tonnage Scale for steamers shall be on the basis of 40 cubic feet to the ton, but in no case to exceed 20 cwt. dead weight except in the case of salt.

2. The standard ton at Karachi for measurement of goods shall be taken at 50 cubic feet for Ships.

The dead weight ton of 2,240 lbs. shall be considered as the equivalent of 1016 kilos.

3. The freight on oil to be paid on the full gauge of the cask ascertained at the port of discharge.

4. When freight is payable on weight the same is to be on the net weight delivered.

5. When cotton is shipped at a rate per bale, in the absence of special agreement, if the average measurement exceeds 13 feet per bale, the ship shall be entitled to proportionate extra freight, but in no case shall be compelled to take bales larger than 14 feet.

Articles.	Steamers.	Ships.
	To the Ton.	To the Ton.
Aloes, in kegs	40 feet.	16 cwt.
Alum, in bags	16 cwt.	20 ,,
Annato, in cases	40 feet	50 feet.
Apparel	40 ,,	50 ,,
Arrowroot, in cases	40 ,,	50 ,,
Asafœtida, in cases	40 ,,	50 ,,
Bajree, in bags	18 cwt.	20 cwt.
Barilla	16 ,,	20 ,,
Barley, in bags	15 ,,	18 ,,
Bees' wax, in bags	40 ,,	50 feet

TONNAGE SCALE—(*contd.*)

Articles.	Steamers.	Ships.
	To the Ton.	To the Ton.
Betelnut, in bags	13 cwt.	16 cwt.
Blackwood, in straight square logs ..	40 feet	50 feet
Do. otherwise	16 cwt.	10 cwt.
Bone-meal and Bone dust	20 ,,	20 ,,
*Bones, crushed, in bags (as per standards preserved by the Chamber)	15 ,, 17 ,, 18 ,,	20 cwt.
Bones, loose	8 ,,	10 ,,
Books	40 feet	50 feet
Borax, in cases	40 ,,	50 ,,
Do. in bags	16 cwt.	20 cwt.
†Bran, in bags (pressed)	10 ,,	..
Bran, in bags (unpressed)	9 ,,	..
Buffalo horns, in bundles	6 ,,	8 cwt.
Bullion	per cent.	per cent.
Camphor, in cases	40 feet	50 feet
Canes or Rattans, in bundles	13 cwt.	16 cwt.
Cardamoms, in bundles	40 feet	50 feet
Cassia Lignea, Fistula and Buds ..	40 ,,	50 ,,
Chasum	8 cwt.	10 cwt.
China Root, in cases	40 feet	50 feet
Cigars	40 ,,	50 ,,
Cinnamon, in bales	....	6 cwt.
Do. in cases	40 feet	50 feet
Cloves, in cases	40 ,,	50 ,,
Do. in bags or frazils	8 cwt.	10 cwt.
Coal	20 ,,	20 ,,
Cocoa, in bags	10 ,,	12 ,,
Coculus Indicus, in bags	13 ,,	16 ,,
Coffee, in cases	40 feet	50 feet
Coffee, in bags or frazils	12 cwt.	15 cwt.
Coir, in bales	40 feet	60 feet

* The scale for grades differing from the standards to be settled by private arrangement between shippers and Steamer Agents. Any disputes between them to be referred to, and decided by, the Committee of the Chamber.

† Pressed Bran to be understood as not less than 5 mds. (of 28 lbs.) in a bag of 45½ × 25 inches.

TONNAGE SCALE—(*contd.*)

Articles.	Steamers.	Ships.
	To the Ton.	To the Ton.
Coir, in bundles or loose	5 cwt.	6 cwt.
Do. rope in coils	40 ,,	8 ,,
Colocynth, in cases	40 feet	50 feet
Colombo Root, in bags..	8 cwt.	14 cwt.
Copra, in robbins	8 ,,	12 ,,
Do. in bags	..	12 ,,
Do. cut, in bags	11 cwt.	..
Coral, rough (not specimens), in bags .	16 ,,	20 cwt.
Cotton Seed	13 ,,	14 ,,
Cotton, in bales	40 feet	50 feet
Cowries, in cases	40 ,,	50 ,,
Do. in bags	16 cwt.	20 cwt.
Cubebs	10 ,,	12 ,,
Cummin Seed, in cases..	40 feet	50 feet
Cutch or Terra Japonica, in bags or baskets, unscrewed	13 cwt.	16 cwt.
*Cylindrical Packages, Rolls, &c. ..	40 feet	..
Dates, wet	16 cwt.	20 cwt.
Do. dry	13 ,,	16 ,,
Dhall, crushed or split, in bags ..	17 ,,	20 ,,
Dragons' Blood, in cases	40 feet	50 feet
Ebony, square and straight	40 ,,	50 ,,
Do. otherwise	16 cwt.	20 cwt.
Elephants' Teeth, in cases	40 feet	50 feet
Do. in bundles	14 cwt.	18 cwt.
Do. loose	16 ,,	20 ,,
Fennel Seed	10 ,,	..
Fenugreek or Methey Seed	17 ,,	..
Fish Manure (as per sample lodged with the Chamber)	9 ,,	..
Fishmaws (or Isinglass), in cases ..	40 feet	..
Flour	18 cwt.	..
Flour middlings or sharps, in bags ..	14 ,,	

* On and after 1st March 1903, the following formula shall be recognised for the calculation of the cubical contents of cylindrical packages, &c., *viz.*, that the square of the diameter be multiplied by the length and one-fifth be deducted from the product.

TONNAGE SCALE—(*contd.*)

Articles.	Steamers.	Ships.
	To the Ton.	To the Ton.
Furniture	40 feet	50 feet
Galingals	10 cwt.	12 cwt.
Galls, in bags	13 ,,	16 ,,
Do. in cases	40 feet	50 feet
Ghee, in dubbas or casks	40 ,,	15 cwt.
Ginger, dry, in cases	40 ,,	50 feet
Do. in bags	10 cwt.	12 cwt
Gram	17 ,,	20 ,,
Groundnuts, shelled	13 ,,	16 ,,
Do. unshelled	6 ,,	8 ,,
Gums, of all kinds, in cases	40 feet	50 feet
Gum, Olibanum, in bags	13 cwt.	16 cwt.
Hurtall, in cases	40 feet	50 feet
Hemp, in screwed bales	40 ,,	50 ,,
Do. loose or in bundles	5 cwt.	7 cwt.
Hides and Skins, in screwed bales	40 feet	50 feet
Do. loose, and in small bundles	40 ,,	12 ,,
Horns, Buffalo and Cow, loose ..	13 cwt.	16 cwt.
Do. Deer, loose	6 ,,	8 ,,
Horn tips, of any kind, and hoofs ..	13 ,,	16 ,,
Indigo, in cases	40 feet	50 feet
Iron or Steel Rails	20 cwt.	..
Iron, old or scrap	20 ,,	..
Jackwood	40 feet	50 feet
Jaggery	18 cwt.	..
Jowari, in bags	18 ,,	20 cwt.
Lac Dye, in shells or cases	40 feet	50 feet
Lac (seed), in bags	13 cwt.	..
Lang, in bags	18 ,,	20 cwt.
Lang, crushed, in bags	17 ,,	20 ,,
Lentils	20 ,,	20 ,,
Linseed, in bags	16 ,,	18 ,,
Mace, in cases	40 feet	50 feet
Maize, in bags	17 cwt.	20 cwt.
Mother-o'-Pearl, in cases	40 feet	50 feet
Do. in bags	16 cwt.	20 cwt.

TONNAGE SCALE—(*contd.*)

Articles.	Steamers.	Ships.
	To the Ton.	To the Ton.
Mowra Flowers	18 cwt.	20 cwt.
Do. Seed, in bags	13 „	16 „
Munjeet or Madder Root, in cases or bales	40 feet	50 feet
Do. do. in bundles or bags ..	8 cwt.	12 cwt.
Musk, in cases	40 feet	50 feet
Mussoor, in bags	20 cwt.	20 cwt.
Mutter	18 „	20 „
Myrabollams, in bags	13 „	16 „
Niger Seed	14 „	17 „
Nutmegs, in cases	40 feet	50 feet
Nux Vomica, in cases	40 „	50 „
Do. in bags	13 cwt.	16 cwt.
Oil, of any kind, in cases	40 feet	210 Impl. gals.
Oil-cake, in cakes or lumps, in bags .	16 cwt.	..
Oil, cocoanut	11 „	..
Oil seeds—		
Castor Seed	14 „	17 cwt.
Teel or Gingelly Seed	15 „	..
Rape Seed, Sita, Jamba and other kinds	16 „	..
Mustard Seed	16 „	..
Khorassan	16 „	..
Opium	per chest	per chest
Ore of all descriptions, loose or in bags	20 cwt.	20 cwt.
Paddy, in bags	13 „	16 „
Pepper, in bags	13 „	16 „
Pimento	12 „	14 „
Plumbago, in bags	16 „	20 „
Poppy Seed, in double bags (1½ cwt.)..	13 „	16 „
Do. in single bags (1¼ cwt.)..	14 „	17 „
Do. in double bags (1¼ cwt.).	14 „	17 „
Do. in bags (1½ cwt.) ..	14 „	17 „
Rails, iron or steel	20 „	..
Rattans, in bundles	13 „	16 cwt.
Do. Ground	13 „	16 „

TONNAGE SCALE—(*contd.*)

Articles.	Steamers.	Ships.
	To the Ton.	To the Ton.
Red Wood	13 cwt.	16 cwt.
Rhubarb, in cases	40 feet	50 feet
Rice, in bags	18 cwt.	20 cwt.
Safflower, in cases	40 feet	50 feet
Do. in screwed bales	40 ,,	50 ,,
Do. in bags	8 cwt.	10 cwt.
Safflower seed (kurdai seed or kasumba)	13 ,,	..
Sago, in cases	40 feet	50 feet
Sal-Ammoniac, in cases	40 ,,	50 ,,
Do. in bags	15 cwt.	18 cwt.
Salt	28 Indian maunds of 82-2-7lbs.	28 Indian maunds of 82-2-7lbs.
Salt Fish	14 cwt.	14 cwt.
Saltpetre	20 ,,	20 ,,
Sandal and Sapan-wood	11 ,,	16 ,,
Sealing Wax, in cases	40 feet	50 feet
Senna, in bags	5 cwt.	6 cwt.
Do. in bales	40 feet	50 feet
Shells, rough, in bags	16 cwt.	20 cwt.
Silk, in bales	8 ,,	10 ,,
Do. in cases	40 feet	50 feet
Soap, in cases	40 ,,	50 ,,
Sugar, in bags	19 cwt.	20 cwt.
Talc	16 ,,	20 ,,
Tallow	40 feet	50 feet
Tamarind	15 cwt.	18 cwt.
Tanned Skins, in bundles	8 ,,	10 ,,
Do. in pressed bales ..	40 feet	..
Tea, in chests	40 ,,	50 feet
Timber, Teak: Square Planks and Poon	40 ,,	50 ,,
Timber, Teak: round (one-fifth off) ..	..	..
Tobacco, in bales	40 feet	50 feet
Tortoise Shells, in chests	40 ,,	50 ,,
Turmeric, in bags	11 cwt.	13 cwt.

TONNAGE SCALE—(*contd.*)

Articles.	Steamers.	Ships.
	To the Ton.	To the Ton.
Tutenague	16 cwt.	20 cwt.
Unrated Wood	11 „	14 „
Whanghese (*vide* Canes) ..	13 „	16 „
Wheat	18 „	20 „
White peas	18 „	20 „
Wines and Spirits, in casks	40 feet	50 feet
Do. in cases	40 „	50 „
Wool, in screwed bales	40 „	50 „
Zedory	16 cwt.	20 cwt.

Burma Chamber of Commerce.

TONNAGE SCHEDULE FOR THE PORT OF RANGOON.

Articles.	Cwt. per ton net.	Cubic feet per ton.
Apparel, in cases	..	40
Arrowroot, in cases	..	50
Bark	20	..
Beans	20	..
Bees' Wax	20 gross	..
Betelnut	20	..
Books	..	50
Bones, loose, and Bone-meal	20	..
Bottles (empty)	..	40
Bran	20	..
Brimstone	20	..
Bullion	at per cent.	..
Cake lac, in bags	16	..
Camphor, in cases	..	50
Cardamoms, in boxes	8	..
Castor seed	15	..
Chillies, in bags	8	..
China root, in bags	11	..
Chiretta, in bales	16	..
Cigars	..	50
Cloves, in bags	8	..
Coal	16	..
Cochineal	20	50
Coffee, in bags	..	..
Coffee, in barrels	12	..
Coin loose	18	..
Coir bundles	10	..
Copra, in bags	14	..
Cotton seed	15	..
Cotton seed cake	20 gross	..
Cotton seed oil	20	..
Cotton in bales	..	50
Curios	..	40
Cutch, in bags	16	..

TONNAGE SCHEDULE FOR THE PORT OF RANGOON—(*contd.*)

Articles.	Cwt. per ton net.	Cubic feet per ton.
Catch, in boxes	20 gross	..
Dhûll, in bags	20	..
Elephant teeth, in bulk	20	..
Elephant teeth, in cases	..	50
Flour, in bags	20	..
Furniture	..	50
Garlic and Onions	12	..
Ginger, in bags	16	..
Gram, in bags	20	..
Guano, in bags	16	..
Gum, in cases	..	50
Gunny bags and cloth	..	50
Ganja	..	50
Hemp, in bales	..	50
Hides, Buffalo or Cow	16	..
Horns, Buffalo or Cow	20	..
India-rubber, in bags	20	..
Iron	20	..
Jute	..	50
Lac-dye	..	50
Linseed	20	..
Machinery	20	..
Maize	20	..
Metals	20	..
Millets	20	..
Molasses	2 puncheons or 4 hhds.	..
Mustard or Rapeseed	20	..
Nutmegs, in casks	..	50
Oats	16	..
Oil, in cases	..	50
Oil, in casks	4 hhds.	..
Oil-seed cake	20	..
Orchids	16	40
Paddy	20	..
Paraffine wax, in cases	20	..
Peas	..	..
Planks and deals	..	50

TONNAGE SCHEDULE FOR THE PORT OF RANGOON—(*concld.*)

Articles.	Cwt. per ton net.	Cubic feet per ton.
Private effect	..	40
Rags	..	50
Raw silk, in bales	..	50
Rattans for dunnage	20	..
Rice, in bags	20	..
Rice meal and Rice flour	20	..
Rope, in coils	..	50
Rope, in bundles	16	..
Rum, in casks	2 puncheons	..
Sago, in cases	..	50
Saltpetre	20	..
Salt	20	..
Seedlac, in cases	..	50
Shells, rough, in bags	20	..
Shellac, in cases	..	50
Silk, in cases	..	50
Silk piece-goods	..	50
Silk (waste)	..	50
Soap, country, in cases	..	50
Sticklac, in bags	16	..
Sugar, in bags	20	..
Tallow, in casks	20	..
Tamarind, in casks	20	..
Tea in chest	..	50
Timber (Padouk)	..	50
Timber (Pinkadoe)	..	50
Timber (Teak, in round or square logs, scantlings)	..	50
Til seed	20	..
Tobacco, in bales	..	50
Wheat	20	..
Wool	..	50

Schedule of Commission Charges.

AUTHORIZED BY THE BURMA CHAMBER OF COMMERCE.

1.	On the sale, purchase, or shipment of Bullion, Gold Dust or Coin	1 per cent.
2.	On the purchase (when in funds) or sale of Raw Silk, Silk Piece-goods, Opium, Pearls, Precious Stones or Jewellery..	2½ „
3.	On purchasing ditto, when funds are provided by the Agent	5 „
4.	On the sale or purchase of all other goods, the commission in all cases to be charged upon the gross amount of sales, and in regard to purchase upon both cost and charges	5 „
5.	On returns for consignments, if made in produce	2½ „
6.	On returns of consignments, if in Bills, Bullion or Treasure	1 „
7.	On accepting bills against consignments ..	1 „
8.	On the sale or purchase of Ships, Factories, Houses, Lands, and all Property of a like description	2½ „
9.	On goods and treasure consigned, and all other property of any description referred to Agency for sale, whether advanced upon, or otherwise, which shall afterwards be withdrawn, and on goods consigned for conditional delivery to others and so delivered on invoice amount at 2*s.* per Rupee	half com.
10.	On making advances or procuring loans of money for commercial purposes, when the aggregate commission does not exceed 5 per cent.	2½ per cent.
11.	On ordering, or receiving and delivering goods, superintending the fulfilment of contracts, or on the shipment of goods, where no other commission is derived..	2½ „

12.	On guaranteeing Bills, Bonds or other engagements, and on becoming security for administration of Estates or to Government for the disbursement of public money	2½	per cent.
13.	On *del-credere*, or guaranteeing the due or realisation of sales	2½	„
14.	On the management of Estates for Executors or Administrators	2½	„
15.	On chartering ships or engaging tonnage for constituents for vessels to proceed to outports for loading	2½	„
16.	On advertising as the Agents for Owners or Commanders of ships for cabin passengers, on the amount of passage money, whether the same shall pass through the Agents' hand or not	2½	„
17.	On procuring freight, for a ship by shipping order or charter, or on procuring employment for a ship on monthly hire, or acting as Agents for Owners, Captain or Charterers of a vessel, upon the gross amount of freight brokerage inclusive	5	„
18.	On engaging of Asiatic emigrants for a ship to the Mauritius, the West Indies, or elsewhere upon the gross amount of earnings ..	5	„
19.	On engaging troops for a ship, to Great Britain or elsewhere, on the gross amount of passage money for rank and file	2½	„
20.	On realising inwards freight, inward troop, emigrant, or cabin passage money	2½	„
21	On landing and re-shipping goods from any vessel in distress, or on landing and selling by auction damaged goods for any such vessels, acting as Agents for the Master on behalf of all concerned, on the declared value of all such goods as may be re-shipped, and on the net proceeds of all such goods as may be publicly sold	5	„

	If Opium, Indigo, Raw Silk or Silk Piece-goods	2½ per cent.
	If Treasure, Precious Stones or Jewellery	1 „
	If a cargo loaded in Burma, consisting of Rice or Timber or Cutch	2½ „
22.	On effecting Insurance, whether on lives or property	2½ „
23.	On settling Insurance claims, losses and averages of all classes, and on procuring returns of premium	2½ „
24.	On drawing, purchasing, selling or negotiating Bills of Exchange	1 „
25.	On debts or other claims when a process-at-law or arbitration is incurred in claiming them..	2½ „
	Or if recovered by such means	5 „
26.	On Bills of Exchange returned dishonoured ..	1 „
27.	On collecting house-rent	2½ „
28.	On ship's disbursements	2½ „
29.	On realising Bottomry Bonds, or negotiating any loan on *respondentia*	2½ „
30.	On granting Letters of Credit	1 „
31.	On sale or purchase of Government Stocks, and Banks or other Joint Stock Shares, and on every exchange or transfer, not by purchase from one class to another ..	½ „
32.	On delivering up Government Stocks and Banks or other Joint Stock Shares on the market value	½ „
33.	On all amounts debited and credited within the year (less the balance brought forward) upon which no commission amounting to 5 per cent. has been charged	½ „

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40 0 0	6 0 0	6 0 0	0 6 0	0 0 6	
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BOMBAY.—Public Holidays.—1931.

The following holidays are declared by His Excellency the Governor in Council with the concurrence of the Ministers to be public holidays under Section 25 of Act XXVI of 1881, entitled "The Negotiable Instruments Act," including New Year's Day (1st January), Good Friday (3rd April), and Christmas Day (25th December), which are already notified as holidays under the above Section :—

New Year	.. 1st January	..Thursday	.. 1 day.
Ramzan-Id ..	.. 20th Feb.	..Friday	.. 1 ,,
Holi (2nd day) ..	.. 4th March	..Wednesday	.. 1 ,,
Jamshedi Navroz ..	.. 21st March	..Saturday	.. 1 ,,
Ramnawami ..	.. 28th March	..Saturday	.. 1 ,,
Easter	.. 3rd, 4th & 6th April.	Fri., Sat. & Mon.	3 days.
Bakri-Id	.. 29th April	..Wednesday	.. 1 day.
Muharrum ..	.. 29th May	..Friday	.. 1 ,,
Birthday of His Majesty the King-Emperor	..(Such day as may be fixed by the Governor-General in Council) ..		..1 ,,
Zarthost-no-diso ..	.. 15th June	..Monday	.. 1 ,,
Id-e-milad	.. 28th July	..Tuesday	.. 1 ,,
Cocoanut Day ..	.. 27th August	..Thursday	.. 1 ,,
Gokul Ashtami ..	.. 5th Sept.	..Saturday	.. 1 ,,
Parsi New Year (2 days)	..7th & 8th Sept.	..Mon. & Tues.	2 days.
Ganesh Chaturthi & Samvatsari ..	..15th Sept.	..Tuesday	.. 1 day.
Dassera	..20th October	..Tuesday	.. 1 ,,
Divali	.. 9th & 10th Nov.	Monday & Tuesday	2 days.
Christmas	..24th, 25th & 26th Dec.	Thurs., Fri. & Sat.	3 ,,
New Year's Eve ..	..31st December.	Thursday	.. 1 day.

NOTES I.—(1) A day will be notified hereafter for the celebration of the Birthday of His Majesty the King-Emperor.

(2) No days are notified as holidays on account of Maha Shivratri (25th February), Khordad Sal (13th September), and Divali (1st day) (8th November) as these festivals fall on days which are declared to be holidays under the section referred to above.

(3) If any of the Muhammadan holidays notified above does not fall on the day notified, the Muhammadan servants of Government may be granted a sectional holiday on the day on which the holiday is actually observed in addition to a holiday on the day notified.

II. This Notification does not apply to Sind.

Holidays under Charter-Parties.—1931.

In accordance with the Resolution passed at a General Meeting of the Chamber of Commerce held on 22nd July 1881 the Committee of the Chamber beg to inform the public that the following days have been fixed by them to be holidays under Charter-Parties for the year 1931 :—

New Year ..	1st January	Thursday	1 day.
Holy (2nd day) ..	4th March	Wednesday	1 „
Ramnavami ..	28th March	Saturday	1 „
Good Friday ..	3rd April	Friday	1 „
Bakri-Id ..	29th April	Wednesday	1 „
Muharram ..	29th May	Friday	1 „
Birthday of His Majesty the King-Emperor	(Such day as may be fixed by the Governor-General in Council.)		1 „
Cocoanut Day ..	27th August	Thursday	1 „
Gokul Ashtami ..	5th September	Saturday	1 „
Ganesh Chaturthi & Samvatsari	15th September	Tuesday	1 „
Dassera	20th October	Tuesday	1 „
Divali	9th November	Monday	1 „
Christmas	25th December,	Friday	1 „

BENGAL.—Public Holidays.—1931.

Under Section 25 of the Negotiable Instruments Act XXVI of 1881, the Governor in Council is pleased to declare the following days to be public holidays during the year 1931 :—

New Year's Day ..	..1st January	..Thursday	..1 day.
Sri Panchami ..	..23rd January	.. Friday	..1 ,,
Id-Ul-Fitr	..20th February	..Friday	..1 ,,
Doljatra	..4th March	..Wednesday	..1 ,,
Good Friday ..	..3rd April	..Friday	..1 ,,
Easter Saturday ..	..4th April	..Saturday	..1 ,,
Easter Monday ..	..6th April	..Monday	..1 ,,
Chaitra Sankranti ..	..13th April	..Monday	..1 ,,
Id-Uz-Zuha ..	..29th April	..Wednesday	..1 ,,
Dasahara	..26th May	..Tuesday	..1 ,,
Muharram	..28th & 29th May..	..Thur. & Friday.	2 days.
Birthday of His Majesty the King-Emperor ..	Such day as may be notified hereafter		1 day
Half-yearly closing of Bank's accounts	..1st July	..Wednesday	..1 ,,
Janmastami.. ..	..4th Sept.	..Friday	..1 ,,
Durga and Lakshmi Pujas.	19th, 20th, 21st & 26th Oct.	Mon., Tues., Wed. & Monday	4 days
Kali Puja	.. 9th & 10th November.	Monday & Tuesday.	2 ,,
Jagadhatri Puja ..	..18th November.	Wednesday	..1 day.
Christmas Eve ..	..24th December.	Thursday	..1 ,,
Christmas Day ..	..25th December.	Friday	..1 ,,
The 1st Day following Christmas Day ..	..26th December.	Saturday	..1 ,,
Last Day of the Year	..31st December.	Thursday	..1 ,,

(*a*) Sundays, New Year's Day, Good Friday (3rd April), and Christmas Day (25th December) are public holidays under the Act.

(*b*) As Mahalaya (11th October), first day of Durga Puja (18th October), Lakshmi Puja (25th October), and 2nd day following Christmas Day (27th December), fall in the year 1931 on Sundays, which are holidays under the Act, they are not included in the list of public holidays declared above for the year.

(*c*) The day which may be fixed for the celebration in India of the Birthday of His Majesty the King-Emperor of India shall also be a public holiday and will be notified separately in due course.

Holidays under Charter-Parties.—1931.

The Committee of the Bengal Chamber of Commerce empowered on that behalf by the Resolution passed at a General Meeting of the Chamber held on the 5th December 1888, do hereby declare that the holidays specified below shall be the holidays during the year 1931 recognised by the Chamber under Charter-Parties and Shipping Orders, as holidays according to the custom of the port:—

New Year's Day ..	..1st January	..Thursday	..1	day.
Shri Panchami ..	..23rd January	. Friday	..1	,,
Id-Ul-Fitr ..	..20th February	..Friday	..1	,,
Good Friday ..	..3rd April	..Friday	..1	,,
Easter Saturday ..	..4th April	..Saturday	..1	,,
Easter Monday ..	..6th April	..Monday	..1	,,
Dasahara.. ..	..26th May	..Tuesday	..1	,,
Muharram.. ..	..29th May	..Friday	..1	,,
Durga Puja ..	..19th, 20th & 21st Oct.	Mon., Tue. & Wed.	3	days.
Kali Puja.. ..	..18th November	..Tuesday	..1	day.
Christmas Eve ..	..24th December	..Thursday	..1	,,
Christmas Day and the following day ..	..25th & 26th Dec.	Fri. & Sat.	..2	days.

The day which may be fixed by the Government of India for the observance of His Majesty the King-Emperor's Birthday will also be a holiday.

N.B.—All Sundays are holidays.

MADRAS.—Public Holidays.—1931.

Under the explanation to Section 25 of the Negotiable Instruments Act, 1881 (Act XXVI of 1881), His Excellency the Governor in Council has declared that, in addition to the public holidays expressly defined as such in the said explanation, *viz.*, Sundays, New Year's Day (Thursday 1st January), Good Friday (3rd April), and Christmas Day (Friday, the 25th December), the following days shall be holidays in the year 1931 :—

New Year's Day	1st January	Thursday	1 day.
Bhogi Pandigai	13th January	Tuesday	1 ,,
Pongal	14th January	Wednesday	1 ,,
Ramzan	20th February	Friday	1 ,,
Telugu New Year's Day	20th March	Friday	1 ,,
Good Friday	3rd April	Friday	1 ,,
Easter	4th & 6th April.	Saturday & Monday.	2 days.
Tamil New Year's Day	14th April	Tuesday	1 day.
Bakri-Id	29th April	Wednesday	1 ,,
Muharram (Last Day)	29th May	Friday	1 ,,
King-Emperor's Birthday (One day to be notified in June)			1 ,,
Bank Holiday	1st July	Wednesday	1 ,,
Meeladi Nabi	28th July	Tuesday	1 ,,
Avani Avittam	27th August	Thursday	1 ,,
Shri Jayanti	5th Sept.	Saturday	1 ,,
Vinayaka Chathurthi	15th Sept.	Tuesday	1 ,,
Ayuda Puja	19th October	Monday	1 ,,
Deepavali	9th November	Monday	1 ,,
Christmas	25th, 26th, 28th 29th & 31st December	Fri., Sat., Mon. Tue. & Thur.	5 days.

NOTE :—No days are notified as holidays for the following as they fall on Sundays :—

Mahasivaratri	15th February.
Mahalaya Amavasi	11th October.
Vaikunta Ekadesi	20th December.

CHARTER-PARTY HOLIDAYS.—The holidays set out above subject to any alteration made by Government, have been fixed by the Chamber of Commerce, Madras, as holidays under Charter-Parties for the year 1931.

KARACHI.—Public Holidays.—1931.

The Committee of the Karachi Chamber of Commerce hereby declares that the holidays specified below shall be the holidays for the year 1931, sanctioned by Government under Section 25 of Act XXVI of 1881, entitled the "Negotiable Instruments Act, 1881":—

New Year	.. 1st January	..Thursday	..1 day.
Ramzan-Id ..	..20th Feb.	..Friday	..1 ,,
Holi	..4th March	..Wednesday	..1 ,,
Chetichand... ...	...20th March	..Friday	..1 ,,
Jamshedi Naoroz ..	..21st March	..Saturday	..1 ,,
Good Friday ..	..3rd April	..Friday	..1 ,,
Easter	..4th & 6th Apr.	Sat. & Mon.	..2 days.
Bakri-Id	..29th April	...Wednesday	..1 day.
Moharrum ..	..29th May	..Friday	...1 ,,
Birthday of His Majesty the King-Emperor.	(Such day as may be fixed hereafter.)		..1 ,,
Zarthost-no-Diso ..	..15th June	...Monday	...1 ,,
Idd-e-Mavlud ..	..28th July	..Tuesday	..1 ,,
Cocoanut Day ...	...27th August	...Thursday	...1 ,,
Gokal Ashtami ..	... 5th Sept.	...Saturday	...1 ,,
Parsi New Year ...	... 7th & 8th Sept.	Mon. & Tues.	2 days.
Ganesh Chaturthi and Samvatsari ...	...15th Sept.	...Tuesday	...1 day.
Dassara	..20th October	...Tuesday	...1 ,,
Divali	...9th & 10th Nov.	Mon. & Tues.	2 days.
Guru Nanak's Birthday	...25th Nov.	...Wednesday	...1 day.
Christmas	..24th, 25th & 26th Dec.	Thur., Fri. & Satur.	3 days
New Year's Eve ...	...31st Dec.	...Thursday	...1 day.

Holidays under Charter-Parties.—1931.

New Year	... 1st January	...Thursday	..1 day.
Ramzan-Id ...	...20th Feb.	...Friday	...1 ,,
Holi	... 4th March	...Wednesday	...1 ,,
Good Friday ...	... 3rd April	...Friday	...1 ,,
Bakri-Id	...29th April	...Wednesday	...1 ,,
Moharrum.. ..	..29th May	...Friday	...1 ,,
Birthday of His Majesty the King-Emperor	... (Such day as may be fixed hereafter.)		..1 ,,
Cocoanut Day ...	...27th August	...Thursday	...1 ,,
Gokal Ashtami ..	.. 5th Sept.	..Saturday	...1 ,,
Divali	...10th Nov.	...Tuesday	...1 ,,
Christmas ...	...25th December	.Friday	..1 ,,

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CALENDAR FOR 1930.

1930.	SUNDAY	MONDAY	TUESDAY	WEDNESDAY	THURSDAY	FRIDAY	SATURDAY
JAN.	..	..	..	1	2	3	4
	5	6	7	8	9	10	11
	12	13	14	15	16	17	18
	19	20	21	22	23	24	25
	26	27	28	29	30	31	..
FEB.	..	..	..	..	..	..	1
	2	3	4	5	6	7	8
	9	10	11	12	13	14	15
	16	17	18	19	20	21	22
	23	24	25	26	27	28	..
MAR.	..	..	..	..	..	..	1
	2	3	4	5	6	7	8
	9	10	11	12	13	14	15
	16	17	18	19	20	21	22
	23	24	25	26	27	28	29
	30	31	..	..	..	..	..
APRIL	..	..	1	2	3	4	5
	6	7	8	9	10	11	12
	13	14	15	16	17	18	19
	20	21	22	23	24	25	26
	27	28	29	30	..	..	..
MAY	..	..	..	..	1	2	3
	4	5	6	7	8	9	10
	11	12	13	14	15	16	17
	18	19	20	21	22	23	24
	25	26	27	28	29	30	31
JUNE	1	2	3	4	5	6	7
	8	9	10	11	12	13	14
	15	16	17	18	19	20	21
	22	23	24	25	26	27	28
	29	30	..	..	..	..	..

1930.	SUNDAY	MONDAY	TUESDAY	WEDNESDAY	THURSDAY	FRIDAY	SATURDAY
JULY	..	..	1	2	3	4	5
	6	7	8	9	10	11	12
	13	14	15	16	17	18	19
	20	21	22	23	24	25	26
	27	28	29	30	31	..	..
AUG.	..	..	..	..	..	1	2
	3	4	5	6	7	8	9
	10	11	12	13	14	15	16
	17	18	19	20	21	22	23
	24	25	26	27	28	29	30
	31	..	..	..	..	..	..
SEPT.	..	1	2	3	4	5	6
	7	8	9	10	11	12	13
	14	15	16	17	18	19	20
	21	22	23	24	25	26	27
	28	29	30	..	..	..	..
OCT.	..	..	..	1	2	3	4
	5	6	7	8	9	10	11
	12	13	14	15	16	17	18
	19	20	21	22	23	24	25
	26	27	28	29	30	31	..
NOV.	..	..	..	..	..	..	1
	2	3	4	5	6	7	8
	9	10	11	12	13	14	15
	16	17	18	19	20	21	22
	23	24	25	26	27	28	29
	30	..	..	..	..	..	..
DEC.	..	1	2	3	4	5	6
	7	8	9	10	11	12	13
	14	15	16	17	18	19	20
	21	22	23	24	25	26	27
	28	29	30	31	..	..	..

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